

MANUFACTURERS' RECORD.

A WEEKLY SOUTHERN INDUSTRIAL, RAILROAD AND FINANCIAL NEWSPAPER.

VOL. XXXIX. No. 18.
WEEKLY.

BALTIMORE, MAY 23, 1901.

\$4.00 A YEAR.
SINGLE COPIES, 10 CENTS.

Manufacturers' Record.

RICHARD H. EDMONDS, President.
THOMAS P. GRASTY, Vice-President.

OFFICE: MANUFACTURERS' RECORD BUILDING,
BALTIMORE.

PUBLISHED EVERY THURSDAY BY THE
Manufacturers' Record Publishing Co.

RICHARD H. EDMONDS,
Editor and General Manager.

THOMAS P. GRASTY,
General Staff Correspondent.

SUBSCRIPTION, - - - \$4.00 a Year.
To FOREIGN COUNTRIES, - - 26s. 6d. a Year.

BALTIMORE, MAY 23, 1901.

COPY FOR ADVERTISEMENTS.

Advertising copy (changes or new advertisements) should reach us Saturday Morning to insure insertion in the issue of the following week.

For the first issue in the month we should receive copy by Friday Morning of the week preceding.

Alabama.

Some of the great industrial resources of Alabama were given prominence last week at two great centers of the country. At Washington, in testimony before the industrial commission, Mr. E. O. Hopkins, president of the Sloss-Sheffield Steel & Iron Co. of Birmingham, referring to an opinion that the coal and iron-ore supply of America might be exhausted, said that there was in Alabama more ore than could be worked in one hundred years, and than the coal supply would last for centuries. The progress being made in developing these resources was pointed out by Mr. Archer Brown at New York in an interview for the Commercial. He said that where ten years ago Alabama was shipping nearly all its pig-iron product to the North, the local consumption now exceeds 1000 tons a day, while the monthly production was more than 100,000 tons, and shipments even greater. Within the year, he said, the State's annual coal output had increased from 8,500,000 to 10,000,000 tons, and that many new coal properties are being developed. Mr. Brown was particularly impressed with the work of the Ensley steel plant, now producing 500 tons of basic steel a day, but expecting to increase that to 1000 tons with the completion of the rail and structural mill. He regarded, however, as most notable the rapid rise of cotton mills in the towns of Alabama, paralleling the movement in Georgia and the Carolinas. These cotton mills and the iron and coal industries are widening the opportunities for employment in Alabama, and the wonderful increase in population of Jefferson county during the past ten years is a measure of the immediate result. It is an inspiration to greater endeavor not only in the Birmingham district or in other locations where new industries have been planted, but on the part of the whole State to realize its potentialities.

An Experiment in Cotton.

United States Consul James Boyle, at Liverpool, who has on more than one occasion in recent years displayed an intelligent interest in American cotton-growing and the marketing of the crop, reports that the great ship-owning firm, Messrs. Elder, Dempster & Co., are arranging to send six American cotton-growing experts to the west coast of Africa to experiment with the growing of the staple in that region. He recalls the experiments on this line in the sixties under the incentive of the disorganization of the cotton trade in consequence of the war in this country. He refers to the German attempts to establish the staple in their west-coast colonies, and notes the introduction of cotton-growing into the French colonies. But he says that Liverpool cotton men do not attach much importance to this new enterprise, nor are Elder, Dempster & Co. sanguine as to the results. And he adds:

The general opinion here is that our Southern States will always have a monopoly of producing the cotton mostly in favor not only in the United States, but on the Continent and in England, for general purposes. Suggestions have been made that Egyptian cotton might in time be produced in such quantities as to be a formidable rival to American cotton, but there does not seem to be much foundation for this suggestion, the Egyptian cotton being best suited, owing to its long staple, for special purposes, and, what is more important, the production will always be comparatively very limited, even when the great irrigation system, now in course of construction, is in full operation. Experiments on the west coast of Africa may, however, develop into an actual (although comparatively small) competitive trade with the cotton-growing industry of the Southern States. It is only a bare possibility, however. An attempt will be made to acclimatize American cottonseed on the west coast, but the chances are that the cotton which will be produced from this seed will not be identical with nor as good as the home product. This has been found from other experiments made in different parts of the world with American cottonseed. Experts here doubt very much whether the west coast of Africa can ever produce as good cotton as the Southern States, and yet it is difficult for anybody to give a well-founded judgment, as heretofore cotton-growing on the west coast has not been on a scientific basis.

Two suggestions made by Mr. Boyle are worthy of attention on the part of America. He says that while the extra distance from the west coast of Africa to Liverpool might be regarded as a permanent preventive of competition between West African cotton and the American staple, the trade between Liverpool and the west coast is profitable both ways, raw material from the latter being exchanged for manufactured articles from the former, while in most cases vessels which carry cotton from the United States to England have to make the return trip largely in ballast. The English trade with the west coast, moreover, is steadily growing. Again, the experimenting firm of shipowners, he says, realize that the indisposition of native labor to hard physical toil may outweigh the advantages of soil and climate on the west coast, but at any rate that the experi-

ment, it may be assumed, will be thorough and conclusive.

There seems to be little reason at present for apprehension on the part of American growers about the results of the experiment, even though it may be successful. Still, that very success would hasten other experiments, and the combined results might have an effect upon the position of American cotton in the market. The Southern planter, therefore, is given another reason for improvements in cotton culture. He is given a spur, which should not go unheeded, to adopt speedily methods whereby the program will be changed from a greater acreage in cotton to a greater amount of cotton to the acre, and whereby the planter, in devoting sufficient time and labor to raising home supplies, may become, in a measure, independent of the cotton market.

In Cottonseed's Interest.

At the annual meeting at New Orleans of the Interstate Cottonseed Crushers' Association resolutions were adopted thanking senators and representatives in Congress for their services to the South in defeating the Grout bill. The retiring president, Mr. Edward S. Ready, reviewed the work which representatives of the association had done at Washington, and acknowledged particularly the services of Mr. D. A. Tompkins, who made an able and exhaustive argument before the Senate committee in the interest of the crushers. But Mr. Ready does not believe that the campaign against oleomargarine has been ended, in spite of the fact that the Grout bill failed to pass the Senate, and he recommended that the association take steps to organize a bureau to oppose not only anti-oleomargarine measures, but any other legislation inimical to its interests. A similar position was taken by Mr. W. E. Miller of Kansas City. He presented an elaborate paper setting forth the reasons why the cotton-growing States are interested in preventing the annihilation of the butterine industry. In the course of his paper he said that although the strenuous efforts to strangle the butterine industry had failed in the last Congress, he had been informed by the leader of the National Dairy Association that success would come at the next session of Congress. He urged thorough organization to equal that now had by the dairymen. He said:

Fifty-three per cent. of the cottonseed oil produced in the United States last year went abroad. Over four times as much neutral and oleo oil were exported for the manufacture of oleomargarine than was consumed at home. Kill the butterine industry in the United States, and the producers of cottonseed oil lose one of their best customers, a patron with the brightest prospects, if not hampered by legislation. In the advent of adverse legislation, the butter oil now used for oleomargarine would perhaps be thrown on the foreign market, which would necessarily depress values, or it would be sold in the United States at summer-yellow prices, losing the producer the difference between the prices of the two

oils, and most likely depreciating the value of the latter. Values would go down all along the line. The refiner, the producer of crude oil, and last of all, the farmer, would realize less for his seed. Mr. Bond of the Richmond Cotton Oil Co., Chattanooga, Tenn., made the statement before the Senate agricultural committee that the price of butter oil had a great deal to do with setting the price of the whole produce. On the other hand, what might be the effect on your export trade? There is a growing sentiment in Europe to prohibit the importation of all American food products. Everyone is familiar with the controversy which has been going on for some time over American meats and grain. Russia has already prohibited the importation of cottonseed oil in any form, and France and Germany are seriously considering similar action. What better pretext to stop further importation would these countries want than to call the attention of their politicians to a law passed in the United States practically prohibiting the manufacture of an article containing butter oil? They would say, if its use is restricted in the United States, we do not want it.

The condemnation of oleomargarine as a food product, which contains refined cottonseed oil, might prejudice the oil in the eyes of the consumer and somewhat blight its prospects for cuisine purposes.

These words ought to be sufficient to make effective the warning of Mr. Ernest Lamar, another speaker, in concluding his address. He urged the co-operation of all interests likely to be affected by adverse legislation in resisting the anti-oleomargarine measures and in bringing the matter to the attention of senators and congressmen. It was the duty, he said, of the individual to make a personal matter of it, and the successful outcome would mean the establishment of the industry firmly at home and the extension of it to large markets abroad.

The persistency with which has been sought legislation affecting seriously the cottonseed industry is not likely to diminish. The last session of Congress showed to what lengths its advocates will go. Cotton-growers, cottonseed crushers and all others connected with the industry should lose no time in following the advice of their leaders. Peace is the best time for preparation for war.

Training for Industry.

An indication of the trend which American educational methods seem to be taking was given recently in the address of President J. C. Hardy of the Agricultural and Mechanical College of Mississippi before the State Teachers' Association. In it he took the ground that industrial education was the hope of the South, and that the greatness of that section must rest upon the intelligence of its people and the development of its natural resources. He made a strong plea for support of legislation in behalf of education by the State, and attributed the recent progress of Mississippi to the changes which have been made in the past fifteen or twenty years in its educational system. There is no doubt that education is a mighty factor in State building, provided education is of the character that will develop the intelligence of the students to the best advantage. Much of the so-

called education has been an absolute waste, in that instead of drawing out and developing the mental strength of the student, it has had the effect only of drawing him away from pursuits in which he would have succeeded and would have contributed to the upbuilding of the community. It is believed that the day of that kind of so-called education is on the wane. Mississippi, as well as many another Southern State, is feeling the impulse of the efforts which have been made for many years for the industrial advancement of the South, and the leaders of education are taking the sensible, practical position that the rising generation must be trained to meet the occasion.

The Note of Progress.

Much of the speech made by United States Senator John L. McLaurin at Greenville on May 22 dealt with the local politics of South Carolina; much of it related to the attitude of South Carolina toward national affairs, embodying a review of recent federal legislation and of measures designed to advance the material interests of the country. The point of main interest, both to South Carolina and the country, was Senator McLaurin's exposition of his acts as a United States senator, as indicating his purposes in behalf of his State. He made it clearly understood that there was room for party division upon purely local or internal questions, but he added:

I assert, fellow-citizens, however, that it is almost a crime for any party to make great, broad, non-political American measures, involving the political and commercial development of the nation, the test of party fealty. Issues essential to the maintenance of the honor and prestige of a nation are too vital to be relegated to the plane of partisan contention. Out of changed industrial and economic conditions have grown great national questions pertaining to the material interests of the country which must be considered and settled by that silent force, the reserved patriotism of the people.

He argued that the proper settlement of such questions looked to the welfare and happiness of his people, and to the promotion of conditions where the young men of the South may go into the broad avenues of life with every barrier destroyed, and that he did not propose, as far as lay within him, to permit some narrow political ambition to stop the young men of the South from the opportunity of winning the same success as that open to young men of the North with its diversity of manufacturing industries. He said:

Let it be understood that the industrial and commercial interests of the South come before the interests of any politician. I cannot believe that narrowness, bigotry, prejudice or the arts of the wily politician should be permitted to swerve us from a course which leads to the attainment of these objects, which bring in their train blessings to every farm and fireside, to every hearth and home in our grand old Commonwealth.

This is talk with sense in it. It is easy to understand. It appeals straight to the intelligence of every Southerner, no matter what kind of a party man he may call himself. The question raised is: Shall the South be permitted to join the march of progress, or shall its politicians be allowed to compel it to mark past time? Senator McLaurin has placed himself with the movers.

In renewing his subscription to the Manufacturers' Record Mr. J. J. Lawton of Hartsville, S. C., writes:

I am so much interested in Southern manufactures and the advancement of our South that I would feel as though I had lost something if I did not see your valuable paper every week.

SURVEY OF THE OIL SITUATION AT BEAUMONT.

[Editorial Correspondence Manufacturers' Record.]

Beaumont, Texas, May 18.

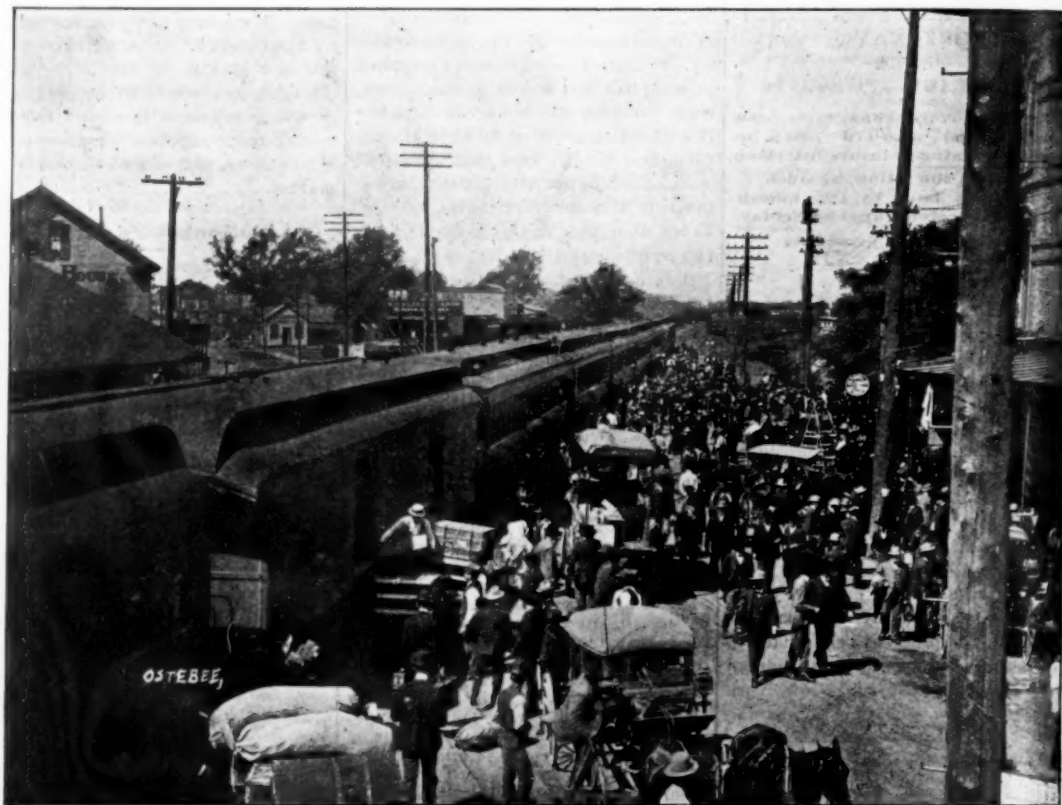
Four months ago Beaumont was known to a few people as an important lumber and rice center, but in general scarcely one man in a hundred had heard the name, or if he had ever heard it, he knew nothing about it and could not even have told in what State it was located. January 11 the world learned that on the day before a "gusher" had been struck and was pouring forth oil at the rate of 25,000 barrels a day. It was perhaps a week or more before the citizens of the community fully awakened to the fact that their town had suddenly become the center of interest for every oil man in the world. By that time thousands of speculators saw in this oil strike an opportunity which might rival in its importance, from their point of view, the gold discoveries of California, and which would doubtless surpass in speculative excitement the wild craze which caused thousands of

chance to risk life in the hope of winning a fortune.

But when Beaumont proclaimed that a discovery had been made which in its far-reaching effect might surpass in importance the gold discoveries of California or the Klondike, and that possibly its wealth-creating possibilities were greater than either and far greater than all the oil discoveries hitherto made in America, the conditions were altogether different. Instead of finding a thing of almost unknown value, as the first oil discovered in Pennsylvania, the world knew the inestimable importance of a great oil find. Against the hazardous journey of months to the California of '49 or to the Klondike with the assurance of untold privations and suffering, here was a discovery out on the open prairie, but a few miles from a prosperous town, and but a few hours' journey from the leading cities of the Southwest.

in any oil company the loss of which would be seriously felt by its owner, but the man of means can well afford to take his chances in a great game the possible outcome of which dazzles the most conservative.

What is the true situation, and what are the prospects? So far nine "gushers" have been struck. These are all within a small area, probably hardly half a mile in diameter. The smallest is said to have a capacity of 25,000 barrels a day, and it is claimed that the largest can produce 50,000 barrels a day. But suppose that all were turned on at the same time, and that their aggregate output was 100,000 to 200,000 barrels a day, that would be greater than the total product of the 70,000 or 80,000 wells now in operation in the United States. In other words, these nine Texas wells may be able to produce more oil than the entire output of the United States at present. But nobody expects them to continue to have such an enormous flow. When the tremendous pressure which forces the oil 150 feet or more into the air in a great



AT THE DEPOT, BEAUMONT.

men to dare the dangers and hardships of the ice-bound Klondike region.

In the early days of oil discoveries in Pennsylvania the fabulous possibilities of a great oil strike were hardly appreciated by the public, but in a short time speculation ran wild. When gold was accidentally stumbled over in California the pioneers in the movement which made the Pacific coast one of the richest sections of America were forced to make a long and dangerous journey across the continent or a trip of several months via Panama or around "the Horn," and in either case to know that privations of every kind awaited them in their quest for wealth. When the news first came that the Klondike was a great gold region men knew that the chances of life were against them in their struggle to cross the hitherto untrodden snow and ice-covered mountains which barred the way to that land of gold, and that ahead of them was suffering, possibly death. The prize—the chance to grow rich suddenly—was, however, so impelling that old men and young men struggled for the

stream has been relieved, pumping will doubtless be necessary, as in other places; but admitting this, we still have a condition that is of world-wide importance and influence. The new wells now being bored will soon prove the extent of the field. If it be confined to the narrow area where all the gushers have been found, then we have a remarkable discovery of immense value; but if the field is broad and over a great area, the only final test, viz., the drill, proves that oil exists in anything like the quantity to be reasonably expected from the conditions already known, then we have a proposition which, as has well been said, must stagger the world's oil trade.

If it is found that as much as 200,000 barrels a day can be safely depended upon from this field, then possibly \$100,000,000 or more will need to be invested in order to provide ample pipe lines, storage facilities and tank steamers, of which more would be needed than the whole tank-steamers fleet of the Standard Oil Co. Unless the Standard Oil Co. should decide to take hold of this vast proposition

stream has been relieved, pumping will doubtless be necessary, as in other places; but admitting this, we still have a condition that is of world-wide importance and influence. The new wells now being bored will soon prove the extent of the field. If it be confined to the narrow area where all the gushers have been found, then we have a remarkable discovery of immense value; but if the field is broad and over a great area, the only final test, viz., the drill, proves that oil exists in anything like the quantity to be reasonably expected from the conditions already known, then we have a proposition which, as has well been said, must stagger the world's oil trade.

tion, with all of its accumulated wealth and marketing facilities—and even that company would have a task requiring its utmost power and wealth to promptly meet—the work of development must proceed more slowly. But American genius has been equal to meeting every emergency, and in some way this tremendous undertaking will be handled. Already a market has been found for about 5000 barrels a day, and this quantity is going out

well as land-owners are reaping a great harvest.

Under the conditions mentioned it is not surprising that speculation has been on an enormous scale, but probably few outside of Beaumont realize that few "booms" in this country have ever equalled it. With a surging crowd of possibly 8000 or 10,000 strangers at times, most of them men of money ready

ditions so favorable for vast wealth as a result, and that civilization itself almost depends upon this discovery as a provider of the cheap fuel so essential to continued industrial advancement in Europe and America.

In one respect at least this boom seems to be unprecedented, in that all land transactions are spot cash. I was told by a leading banker that not a single trade has been made on deferred pay-

who put up a few thousand to pay for boring a well, which proved to be a gusher, sold out for over \$1,000,000. But, on the other hand, prices have fluctuated, and, indeed, some people who refused \$500,000 for fifty acres saw it drop in selling value to less than \$100,000 inside of ten days. But the striking of oil by a single one of many wells near it might make it immediately command \$1,000,000.



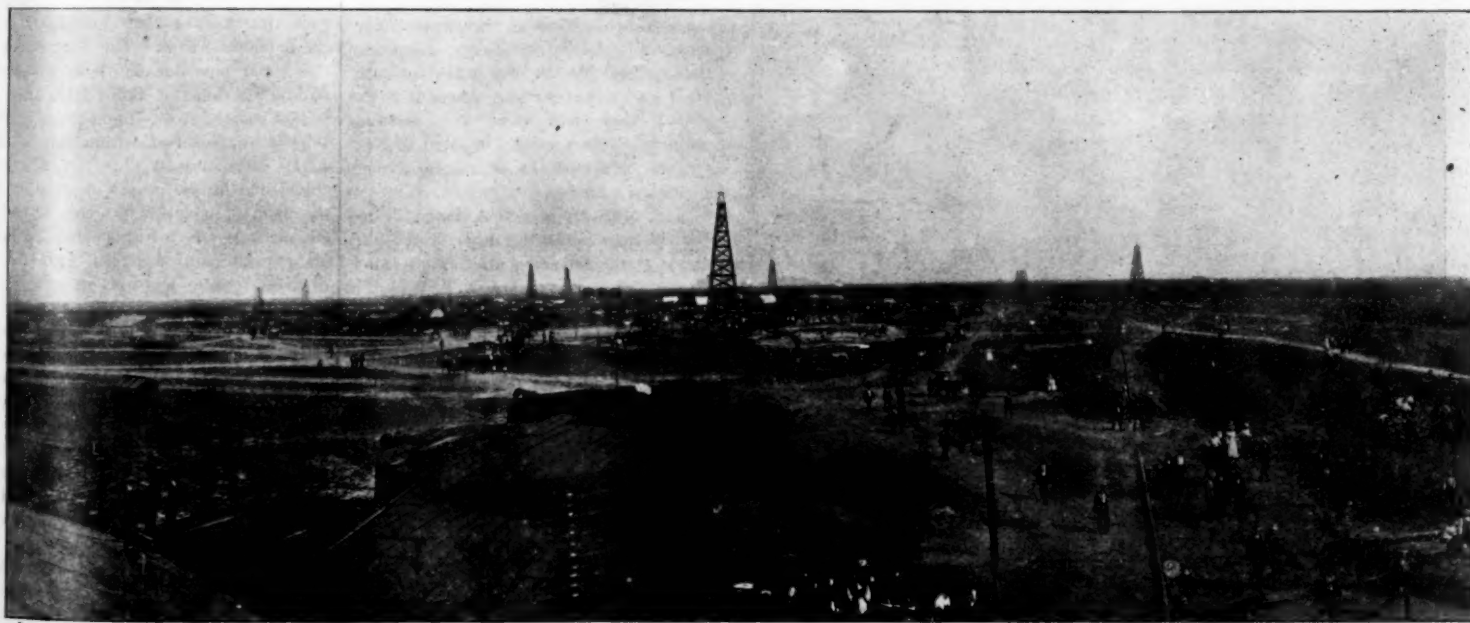
THE WALL STREET OF BEAUMONT—The Row of Shanties on the Left are New Office Buildings with Desk-Room Space Renting for \$75 to \$150 a Month.

every day by water and in tank cars. There is an increasing demand for it at all the neighboring cities and in all Gulf ports for use as fuel by manufacturers and on tugs and steamers. Even the boilers used in boring the wells are run by oil from other wells. The advantage of this fuel in cheapness, ease of use, cleanliness and freedom from smoke are so great that its use will increase as rapidly as facilities for furnishing a reg-

to take big chances—the millionaire speculator, the Colorado gold-mining operator, the oil men from other districts and the "tenderfoot" from everywhere—all wild with enthusiasm, all catching the fever from the gifted "boom" talker, who can make you think that prices have hardly commenced to advance, the deals have been of correspondingly large magnitude. Out on the level prairie where the first gusher was struck land which before that

ments, and that over \$10,000,000 in actual cash had changed hands on land. During the height of activity a few weeks ago men went around for days with \$25,000 to \$100,000 in actual cash in satchels to be ready for a trade at a moment's notice, the excitement being so great that sellers would not even accept certified checks or bank drafts, nor wait for the buyers to go to bank after the money. The trade must be spot cash, for in ten

For the time being speculation has halted, and prices everywhere outside of the limited, proved territory have declined, or at least buyers will not pay as much as they would have given two weeks ago. A number of wells are down to about the level at which oil was struck in the others, and everyone is holding his breath waiting for the first news of a new strike or a "duster," the latter being the name for a dry well. The



THE CENTER OF THE "GUSHER" FIELD, SHOWING WELLS AND OIL TANKS.

ular supply upon which users can safely rely can be provided. There are now about 200 rigs up in the Beaumont territory, but, owing to the inability to make boring contracts except at exorbitant prices or to purchase boring machinery, probably not over twenty wells are actually under way. The demand for borers is so great that the cost is now three or four times what it would be under normal conditions, and the well-borers as

happy event was worth \$5 to \$10 an acre now sells, if in the charmed circle of gushers, at \$75,000 an acre, and it is claimed that somebody has refused \$100,000 for an acre. The "boomer" can make you think it is dirt cheap at that price, and that you are fortunate not to have to pay five times that much. He will tell you that never in the world's history was such an oil field found so near to ocean transportation; that never were the con-

minutes someone else might offer a higher price. Men who before the oil excitement were so poor that they had to have their drinks "chalked up" are now squabbling for the opportunity to buy \$100,000 of bonds to be issued for municipal improvements. One man from Mobile, looking around for a bargain, refused to pay as much as \$5000 for a piece of land offered to him, only to see it sell in a few days for \$250,000 cash. The men

"coming in" of a new gusher in outside territory would quicken the embers into a more lively boom fire than ever, and every new strike, broadening the territory in which oil can be found, means the enormous and immediate enhancement in land values. At the same time new strikes outside would tend to lower the prices in the present "gusher" field. One thing is definitely settled, and that is, that all Texas will be bored full of

holes. Hundreds, yes thousands, of wells will be put down, and while looking for oil many other discoveries will be made. The real development of Texas has just commenced. This oil excitement will turn the attention of local and outside people to the great undeveloped minerals of the State—to its copper, its iron, its gold, its granites, its marbles, and to all of the wealth-creating resources of that imperial State. And from Texas this will spread, as it is already doing, to Louisiana, to Alabama and to other States, where the search for oil and gas is already being vigorously prosecuted. We have entered upon the South's real development at last.

Many amusing illustrations could be told of fortunes missed and fortunes gained. Men who have been land poor, whose acres were numbered by the thou-

about \$150 a month. Dwelling rooms are in equal demand and nearly as high. There is no room nor time for loafers. Chairs are at a premium, and besides, the surging throng is too busy to know whether body and brain are weary or not. Alertness, a move as quick as on the New York Stock Exchange in a bull market or in a panic, may mean a fortune lost or won by the first to act as word comes from the field about the new wells as they come in.

Two banks, with a capital stock of \$100,000 each, now have average deposits of about \$2,500,000, while two new banks and a trust company are opening for business. One of these new banks, unable to find any other place in which to begin business, gave a barber a bonus of \$8000 for his lease, which has a little over one year to run, and so a room long devoted

Gulf coast, and wherever oil can be shipped in tank steamers or barges. It is possible that Texas is to hold a very commanding position in the world's commercial and industrial affairs, and in a short time we shall know, for the new wells will soon tell their story. Until the field is fully tested it would be unwise to attempt to forecast the possibilities of a region which may revolutionize the world's fuel supply.

RICHARD H. EDMONDS.

GUFFEY'S BIG COMPANY.

Its Organization for Big Operations in the Beaumont Field.

[Special Cor. Manufacturers' Record.]
Beaumont, Texas, May 18.

The most important feature of the week in the oil field is the organization of the J. M. Guffey Petroleum Co. of Beaumont, Texas, capital \$15,000,000, with Pittsburg capitalists in control. This is the largest corporation ever chartered in Texas. The capital stock, with the exception of \$3,000,000 in the treasury, is all subscribed for and taken by the following-named gentlemen: J. M. Guffey, A. W. Mellon, H. C. Frick, John H. Galey, Jas. H. Reed, T. H. Given, J. D. Callery, Joshua Rhodes, Wm. Flinn, M. K. McMullin, J. C. McDowell and Willis F. Cook of Pittsburg, Pa., and Capt. A. F. Lucas of this city.

Out of all the companies operating here, three, by their actions so far, tower head and shoulders above the rest. One is the Higgins Oil & Fuel Co., another is the Lone Star & Crescent Oil Co., and the other the Guffey Petroleum Co. These concerns have all found oil, and are going about the work of marketing it in such a systematic, businesslike manner as to evoke admiration. The Higgins is purely a local concern, while the Crest is almost so. The latter company's officers were the past week from New Orleans, the headquarters of the concern. A contract was let for twenty-one miles of piping, which will be used to construct a pipe line to Port Arthur, and also from the wells to Beaumont, the company having a franchise through the streets. Yesterday President Schlieder, Manager Greeves and Mr. Brown of the company all went to Port Arthur, where it is expected they will close for terminal grounds. This company donated to New Orleans five carloads of oil for street-sprinkling purposes.

B. F. McNulty of San Antonio, Texas, who is engineering the deal for the purchase of 62,000 acres of White's ranch for his father-in-law, Mr. J. T. White, is in the city now. This land lies on the coast partly, and partly back ten or fifteen miles, being in different bodies. Some of it is near High Island, where surface indications for oil are most excellent. The remainder of the land, however, is not considered any better than other wild-cat land, so far as oil goes, but it is magnificent rice land, and lies in such a position as to be easily watered.

The speculators are still here, but investment is on a more conservative basis than in the past. Many are patiently waiting on the outcome of the Kelly well. This well was bought by the Heywood people for \$125,000 a month since, when an outburst of gas brought it into prominence. The well is still being bored, but on the one hand this is explained by the fact that the contract requires the drillers to go to 1600 feet.

The amount of litigation that will result of finding oil in Jefferson county is fearful to contemplate. Suits are already on file aggregating \$20,000,000, and they are being filed every day. There will have to be established one or two extra

district courts for this county alone to handle the litigation. Very probably some of the suits are based on flimsy claims to title, and are filed with the view of compromising. Others again have most excellent foundation legally.

Parties are questioning whether the State, in selling school lands during a specified number of years, conveyed the mineral rights thereon or not, and some interesting litigation will probably result over this. The State has not announced its position, but it is probable that the institution of a suit will be necessary to settle the question.

The St. Louis delegation of business men who have been touring the State stopped at Beaumont during the course of their itinerary, and were much impressed with the wells, some of which were turned loose for their edification.

The analysis of the Higgins oil, made by Stillwell & Gladding, analytical chemists of New York, shows 50.7 per cent. of illuminating oil and 42 per cent. of lubricating oil. This again is different from other analyses, and it seems as if no two agree as to what proportion of the various constituents the oil is composed of.

There are four or five architectural offices so busy in this city that they scarcely have time to eat. The amount of building that will be done here this year is something marvelous. The plans in process of completion contemplate buildings ranging from a two-story brick to an eight-story office building. Apartment-houses, cottages, store buildings, hotel buildings are numerous. Contracts for several of these buildings have been let, notably the new opera-house being built by Wesley Kyle, to cost \$60,000.

The Kentucky Oil Fields.

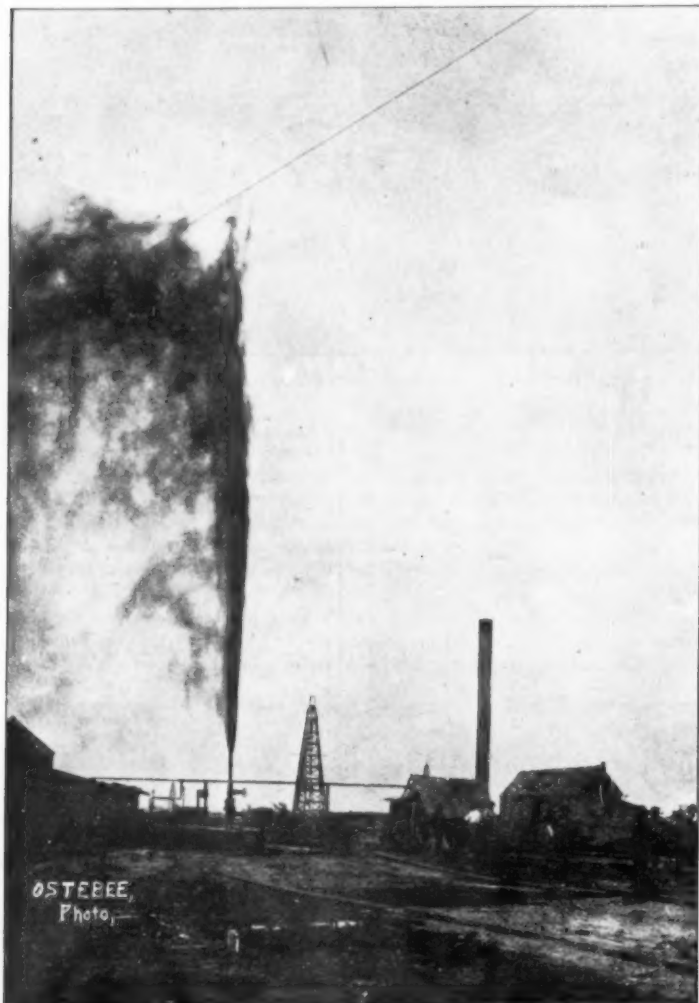
[Special Cor. Manufacturers' Record.]
Somerset, Ky., May 20.

Oil operators from New York, Pennsylvania, West Virginia and Ohio are flocking into the Kentucky and Tennessee oil fields, and some ten wells will be drilled within the next thirty days. Contracts have been made for nearly 100 wells, but the contractors are having a hard time getting their machinery over the mountain roads. The Somerset and Bob's Bar pipe line has been completed within ten miles of Bob's Bar, and the 60,000 barrels of oil stored there will be shipped to Somerset within this month. J. P. Hornaday of this city has just closed one of the largest deals made in the field, in which 5000 acres of choice oil territory were transferred to New York capitalists, who will immediately contract for the development of this territory. The 5000 acres are in Pickett and Fentress counties, Tennessee, on Caney creek, Wolf river, and adjoining the Somerset well No. 1, which is now pumping sixty barrels per day of fine Pennsylvania lubricating oil. Mr. Hornaday is somewhat of a pioneer in the Kentucky and Tennessee field, and was the first party to subscribe stock for the pipe line which now connects the field with Somerset, Ky.

Experienced oil operators estimate that the oil territory in the Kentucky and Tennessee field is from 90 to 100 miles square, and extending from the southern part of Wayne county through Pickett and Fentress counties, Tennessee.

Somerset oil well No. 2 will be brought in within a few days, and gives every indication of being better than No. 1, which is now pumping sixty barrels per day.

There is a demand for tool dressers and drillers and experienced workmen. Parties desiring to secure territory or operate in this field will be furnished full and reliable information by J. P. Hornaday, Somerset, Ky.



A "GUSHER" AT BEAUMONT IN FULL PLAY.

sands and tens of thousands, worth a few dollars an acre, find themselves millionaires, not only on paper, but in many cases on tangible cash assets already realized.

So great has been the demand for office room that one hotel built a row of booths around its front and in every available space in the front yard, and rents a desk room about four feet by six feet at from \$150 to \$250 a month, cash in advance. These were quickly grabbed up by real-estate agents, whose maps, prospectuses, circulars and signs adorn every possible point. Everywhere you see enticing offers of "an acre for \$20,000," "an acre near the gusher for \$35,000," or "ten acres a few miles out for \$1000 an acre." The long frame shed shown in the photograph on the "Wall street" is divided into spaces about large enough for a desk and one or two chairs, and these rent for

to shaving faces will now be given to shaving people—or their notes.

As may be imagined, the Southern Pacific Railroad, which is at present the only line through Beaumont, is doing an immense business, and as train after train comes in you might imagine that you were at some great excursion resort on the Fourth of July. The cars are crowded and packed, and though extra sleepers are added to every train, the people cannot be accommodated.

It seems entirely reasonable to look for an early confirmation of the belief that this is probably the most important oil field known to the world. If so, it must become the central point for vast business interests, which, by furnishing the cheapest fuel in the world, will mark a revolutionizing period in industrial affairs throughout this section and in all the

OIL NOTES.

Facts About Petroleum and Its Uses.

At Montgomery, Birmingham, Mobile, Montevallo and Selma, Ala., plans are under way for a search for oil. In one or two cases it is proposed to sink wells in the cities.

According to a dispatch from Beaumont, Texas, Mr. O. W. Putnam, agent of the Southern Pacific at Beaumont, announces that the company has decided to build 200 cars for transporting the oil to reservoirs which it proposes constructing at various points in the State.

J. M. Guffey, president of the J. M. Guffey Petroleum Co., and a leader in the exploitation of the Beaumont oil fields, is quoted in the New Orleans Picayune as follows:

"We have great faith in the southwest part of Louisiana, and expect the same results there in our drilling for oil as we obtained in Jefferson county, Texas. We are drilling two holes now in Cameron parish, and intend to sink more wells in a few weeks. Our company, in addition to the large acreage already purchased in Louisiana, will acquire more oil land in this State as soon as the title to the lands can be perfected.

"All told, we now own and control for oil purposes 1,000,000 acres of land in Texas and Louisiana, including the original Lucas well, McFadden No. 3 and Gladys wells, aggregating an enormous production of oil, and including a large number of other wells now being drilled. One million barrels of iron tankage, of which more than 300,000 barrels are already completed, and a pipe line completed and fully equipped, extending from the wells to the docks at Port Arthur, where vessels are now being loaded with oil, and loading racks on the railroad, with a larger number of tank oil cars for railroad shipments of oil, barges for water transportation, are also among the facilities now owned by the company. With ample lands in fee simple at Port Arthur for the construction of tanks and other facilities, we feel that we are amply provided, or are in a way soon to be so."

Purchased Iron Mountain.

It is announced in a dispatch from New Orleans that Iron Mountain has been sold to Kruse & Travers, iron manufacturers of Chicago. It is estimated that in the 640 acres covered by Iron Mountain is enough iron ore of superior quality to keep the steel mills of the country in operation for many years. Prof. N. J. Badu of Llano, who was instrumental in bringing about the sale, is quoted by the New Orleans Times-Democrat as follows:

"The Chicago purchasers have not disclosed their plans as to the disposition of the Llano ore, but it is safe to state that the big mine will be developed very soon. It will be no trick to ship from 3,000,000 to 4,000,000 tons of ore each year from Iron Mountain. It may be the intentions of the purchasers of the immense mine to reach tidewater, but in view of the recent discovery of fuel oil in Beaumont they may not be put to that trouble, in the event of fuel oil being substituted for coal in the smelting of iron ore. We are all anxious to learn that petroleum is suited for the production of fuel gas, and that steel may be produced by this gas. The thing has not been determined satisfactorily as yet, although many experts who have experimented on a small scale say that iron ore may be smelted by fuel gas. It must be understood by the layman that gas generated by fuel oil is intended in the term fuel gas. The chief

objection so far to the use of oil in the smelting of ore is that the furnace and linings cannot withstand the enormous heat. But this objection is overcome by the use of bauxite for the lining. This character of clay may be successfully subjected to the highest heat."

LIVE SPARK IN EXPORT TRADE.

Its Resumption Shortly Expected in the Birmingham District.

[Special Cor. Manufacturers' Record.] Birmingham, Ala., May 21.

The iron market the past week was anything but lively. No large orders came, and the business was mainly in the line of small orders. Some interests reported an increase in inquiries, but they eventuated in very little new business. But just preceding the advent of June we have this condition every year. The most of the business tendered came from the manufacturers of agricultural implements, and this is evidence of the healthful condition of the agricultural interests. As to quotations, they are ragged. Some continue to quote No. 2 foundry at \$11.75. Some say \$11.50. But the evidence is pretty clear that the bulk of the sales were not above \$11.25. There are reports of sales at values as low as \$11. They cannot be confirmed, and, if true, they were of small magnitude. In gray forge values were irregular. Some quote it at \$10.25, and sold at that; others accepted \$10, while sales at less than \$10 have leaked out. The explanation lies in one word—conditions. Chemical analysis determines them. While one will demand full value based on this analysis, another will accept lower value based on some test. No. 3 foundry is \$10.75, and No. 4 foundry is \$10.25 to \$10.50. Basic iron is, in value, around the price of No. 2 foundry. Quotations are irregular, as sellers do not seem to be concerned about prices competitors obtain. Each one is guided by condition of stock piles in furnace yards, and uniformity in price does not prevail. As we get further into the current year it is leaking out that sales of magnitude have been made running into 1902. This temporary lull in demand, therefore, creates no uneasiness among the sellers. They want a breathing spell to enable them to catch up with and even up their business.

More or less cabling the past week developed the fact that there was a live spark in the export trade which both sides were trying to blow into live coals. There had been no transactions at the close of the week's business, but differences between buyers and sellers had been pared down to one shilling per ton. If we are that near business, it is safe to say that by the time this is printed the export business will be resumed. With that as a factor in the market, we will have a livelier trade.

In steel the demand has been better than for iron. It has been particularly good for axle steel, and no greater compliment could be paid to the quality of our steel than the continuous and increasing orders for this grade. The production of the daily output has now increased to about 600 tons, and a ready market is found for every ton at satisfactory prices. Since the instalment of the Talbot-Frazer gas producers in the mill difficulties have vanished. The output will soon be 700 tons, and the maximum of 1000 tons will be reached before midsummer. Of this output, at present, one industry here takes 175 tons. It is no longer a question of making acceptable steel, but simply one of supplying the demand.

While tendered business speaks vol-

umes of confidence in the success of the rail mill, the management is pursuing a very conservative course, and accepting no business of moment at present. The policy is to wait until the mill is in smooth working condition before tying it up with large orders.

The Tennessee Coal, Iron & Railroad Co. the past week closed a contract with the Mexican Central Railroad for 150,000 tons of coal, delivery at stated times this year. The quality of the coal is to be "run of the mine." The price has been an object of close inquiry, but all probing has failed to elicit positive figures. But it would be little out of the way to guess \$1.20 as the price obtained. The shipments are to be by way of Pensacola, and the deliveries extend during the year. Besides this contract, the same company renewed contracts with domestic railroads for 250,000 tons on the basis of prices paid last year. This makes its coal contracts during the past week aggregate 400,000 tons. There are deals on for further amounts, and it does not take a prophet to announce that the output of coal this year will be greater than ever before in the history of the district.

A project has been inaugurated looking to the linking of the neighboring towns with this city by an electric railroad, with cheap rates of transportation. The idea is to concentrate the trade of the surrounding country at this place, and to do this fares are to be placed at the minimum and trains run at convenient dates. Capital amply sufficient has been tendered to successfully finance the undertaking, and it is in the hands of those who will spare no labor to accomplish results.

J. M. K.

Southern Hardware Jobbers.

Among the papers to be presented at the convention of the Southern Hardware Jobbers' Association at Asheville, N. C., June 4, 5, 6 and 7 are: "Price Guarantees," by Robert Garland of Pittsburg; "The South Socially and Commercially," by Geo. W. Lee of Cleveland; "Classified Lists versus Quantity Discounts," by Thos. W. Fritts of Chattanooga; "The Future of the Trusts," by James P. Kelly of Alexandria; "Unity of Action on Prices and Terms," by W. T. Shannon of New York; "Differentials Between Jobbers and Retailers," by T. W. Gathright of Birmingham; "Combinations," by C. M. Fouche; "Southern Trade and Expansion," by Geo. H. Harper of Baltimore; "The Traveling Man—A Welcome Visitor?" by A. P. Duncan of Waco; "Policy, Potency and Proficiency of the Southern Hardware Jobbers' Association," by W. M. Crumley of Atlanta; "Who Shall Do It, and How Should Traveling Men Be Posted as to Prices," by J. H. Fall, Jr., of Nashville; "Best Methods of Employing Traveling Men," by Spencer James of Danville, and "How Can We Make Staples Bear Their Proportion of the Expense of Doing Business?" by James J. Mandlebaum of Little Rock.

American Trade With Scotland.

A report of the United States consul at Edinburgh, Scotland, shows that American exports of hardware, furniture and machinery are rapidly increasing in the Scotch market. During 1900 the receipts of wire and wire goods were double the quantity of the previous year, while large shipments of steel plates for marine and other construction are now being made by manufacturers in the United States. The report suggests that farm vehicles, woodenware and building materials would find a much broader market in Scotland than at present if steps were taken to push the trade.

SOUTHERN COAL EXPORTS.

Increase in Shipments to Italy—A Cargo as a Substitute for Welsh Fuel.

Southern coal exporters find that the demand for their fuel is steadily increasing, and the market is rapidly broadening. United States warships have been partly responsible for the interest aroused in American fuel. The quality of their bunker coal has been carefully noted by representatives of foreign governments, and they have found an unconscious but very extensive advertisement.

According to a statement made to a representative of the Manufacturers' Record by Mr. John K. Shaw of the firm of Shaw Bros. of Baltimore, fully fifty times as many inquiries have been received from possible foreign customers during the past year as during the preceding twelve months. The inquiries have come from South America, the West Indies, Northern and Southern Europe, Eastern Asia and Australasia. Among the foreign orders filled by the firm were two cargoes for the Island of Java. Recently it loaded a ship belonging to the fleet of Bertollee Celle, an Italian company which has an extensive transatlantic trade. Hitherto this company has depended upon Welsh coal altogether, but found the difference in favor of the Southern fuel to be so great that the Balilla, the ship referred to, was loaded with miscellaneous cargo and passengers for New York, coming to Baltimore for a cargo of 3900 tons, which will be used principally for bunker fuel on the other vessels of this line. If the results are satisfactory the owners will probably send a vessel to the United States regularly to load coal on return trip.

It is notable that quite an extensive trade has begun between Southern ports and Genoa, Italy. In 1900 nearly 400,000 tons of coal was received at this seaport, the bulk of it being Welsh. Genoa is becoming one of the principal entry points for fuel intended for Southern and Central Europe, as it has direct connection with Switzerland, Germany and Austria by two railway lines. Several cargoes from Southern ports have already been discharged at Genoa this year, a portion of the fuel being distributed in the interior of Europe for manufacturing and smithing purposes, as well as for locomotives.

Another indication of the growth of the Southern export trade is shown in a contract which, it is understood, the Tennessee Coal, Iron & Railroad Co. has secured for 150,000 tons of Alabama fuel, which will be used by the Mexican Central Railroad Co. It is to be sent to Pensacola by rail and loaded on vessels, which will discharge it at Tampico, one of the terminal points of the Mexican Central.

For Packing Machinery.

Mohamed Abdul Hafeez of Bangalore, India, writes the Manufacturers' Record that he is anxious to get into communication with American manufacturers of machinery for drying meats and other articles without causing their quality to deteriorate, for extracting aloe and reha fiber, for preserving and canning meats and fruits, for chilling poultry and meat on a small scale and for handling tobacco and compressing air.

Another Dredge Finished.

The Maryland Steel Co. has completed the seagoing dredge Mills. This is the second of two vessels ordered for deepening the channel at the entrance to New York harbor. The Thomas and Mills are identical in dimensions, being 300 feet in

length and 52½ feet in width. Each vessel has a capacity for 28,000 cubic feet of material.

TALKING FOR ARKANSAS.

Mr. J. E. London's Views of the State's Industrial Opportunities.

Mr. J. E. London of Alma, Ark., writes to the Manufacturers' Record as follows: "In your last issue I see an article by Mr. G. R. Musgrove, calling attention to the difference in the dividends earned by capital in many of the Eastern and Northern States and in Arkansas, Mississippi, Texas and some of the other Southern States. I am glad to see a publication of the character and circulation of the Manufacturers' Record publish such letters. For those familiar with the almost unlimited field for investment in these States it is hard to understand why capital is invested in enterprises yielding 2, 4 and 6 per cent., when all around us are opportunities for the absolutely safe investment of large sums of money that will yield 10, 15, 20 and 25 per cent.

"In this part of Arkansas farm lands that rent for \$5 an acre cash yearly can be bought for \$20 to \$30 an acre. Land upon which the finest strawberries, Elberta peaches and apples are being grown can be bought for \$5 to \$15 an acre. As for other methods of money-making, they are almost without number. I know three men who invested \$600 in a small local telephone toll line and cleared \$1200 the first year. Another company is realizing \$5000 a year on \$16,000 invested in a telephone system. In this Arkansas coal belt great sums of money are being made in coal mining, and yet thousands of acres of the finest coal lands are untouched. The same is true of the zinc and lead regions of North Arkansas, where there is the finest growth of white oak, hickory, walnut and cherry timber still the property of the United States, and can be bought at a price that is nothing compared to the real value.

"It has seemed to me since I have been interested in inducing capital to look to Arkansas for investment that the fault is largely of our own people. This is a country in which very little effort is required to gain a livelihood. With the rich soil and generous climate everybody can live well, and can do it with very little effort. This being the case, they take too little interest in building up the country. What we need in Western Arkansas is more people as well as more money. There is room for thousands of persons, and opportunity for the profitable investment of millions of capital. If those looking for investments will investigate, they will find all I have said is true. Our laws are liberal, and under the constitution taxation is so limited that capital is protected. While occasional legislation inimicable to capital is attempted, the Supreme Court regulates the matter and all get justice."

The R. M. Spedden Shipbuilding Co. of Baltimore is completing a lightship which will be stationed off the Atlantic coast at Pollock Rip. The vessel is one of the largest of this type, being 125 feet in length and 29 feet beam. The contract price is about \$90,000.

Messrs. William E. Woodall & Co. have recently purchased land adjoining their ship-yard on Baltimore harbor, and it is understood that a floating dry-dock will be constructed large enough to lift vessels of the coasting class.

The sales in the Joplin (Mo.) district during the week ended May 18 amounted to 9,668,940 pounds of zinc ore and 1,115,170 pounds of lead ore, valued in all at \$143,960.

RAILROADS.

[A complete record of all new railroad building in the South will be found in the Construction Department.]

Another System for Galveston.

According to a dispatch from Galveston, Texas, the St. Louis Southwestern Railway Co. has determined to have a line to Galveston through Eastern Texas by purchasing several short roads already built and connecting them. At present the Southwestern is in operation only through the northern portion of Texas, its nearest terminus to the Gulf coast being Lufkin. It is stated that the Gulf & Interstate Railroad, reaching from Galveston harbor to Beaumont, has been purchased, as well as what is known as the Texas & Louisiana and the Beaumont & Northern. The Texas & Louisiana is in operation between Lufkin and Donovan, while the Beaumont & Northern is being constructed from Beaumont in a northerly direction towards Lufkin. To complete the route to Galveston harbor requires merely the joining of the Beaumont & Northern and the Texas & Louisiana railroads, and it is understood that contracts for this work will be let in the near future. The acquisitions will give the Southwestern a line through Eastern Texas, penetrating the oil and timber regions, and make Galveston the terminus for another important system.

To Extend at Once.

In a letter to the Manufacturers' Record Mr. James T. Wright, president of the Macon, Dublin & Savannah Railroad Co. of Macon, Ga., confirms the statement recently made in these columns that an extension had been decided upon. He writes that surveys are being made between Dublin and Vidalia, a distance of about forty miles, and that it is expected to let contracts for grading about June 1, with the view of having the line completed within six months. Mr. Wright states that enough rail to lay fifty-five miles has been ordered from the Pennsylvania Steel Co. By the construction of the extension a short line from Macon to Savannah will be afforded, and it is understood the route will traverse a country noted for its timber and farming lands. At Vidalia connection will be made with the Savannah & Montgomery division of the Seaboard Air Line.

Another Electrical System.

A plan to build an electrical railroad through several parishes of Louisiana is detailed in a letter to the Manufacturers' Record from Mr. L. H. Lancaster, engineer of the promoting company. It is proposed to build through portions of Terrebonne, Lafourche, Assumption and Ascension parishes, the total length of the road being estimated by Mr. Lancaster at seventy miles. He states that the company, which includes Thomas A. Breaux of Thibodaux, has interested Northern capital in the enterprise, but no arrangements as yet have been made to begin construction. The company also intends furnishing power to industries along its right of way, in addition to the transportation project. In this section of Louisiana are a number of large sugar refineries, and it is believed that the freight and passenger traffic would be very remunerative. The headquarters of the company are at Thibodaux.

Arkansas & Choctaw.

Mr. R. H. Keith of Kansas City is interested in the Arkansas & Choctaw Railroad, which will be nearly 300 miles in length when completed, passing through portions of the Indian Territory,

Oklahoma Territory, Texas and Arkansas. It will terminate at Wichita Falls, Texas, on the south and Stamps, Ark., on the north, and connect with what is known as the Buchanan system. This road is in operation in Louisiana and Arkansas a distance of 110 miles. At present its southern terminus is at Coldwater, La., but it is understood that it is to be extended farther south to a connection with Natchez, on the Mississippi river. Another branch is also proposed to Alexandria, La., where connection will be made with the Texas & Pacific system. The two lines, when completed, will represent about 550 miles.

His Territory Enlarged.

The official announcement is made that Mr. M. V. Richards has been appointed land and industrial agent of the Mobile & Ohio Railroad, in addition to occupying the same position with the Southern system. The appointment of Mr. Richards will be noted with interest by those who are familiar with the remarkable results he has accomplished in connection with the Southern. To his energy and ability is due much of the industrial expansion which is noted in the portion of the South reached by that railway, and the results of his work will doubtless soon be apparent in the additional territory which has been placed under his supervision.

Railroads in Louisiana.

The annual report of the railway commission of Louisiana shows that for the year ending June 30, 1900, the revenue from passenger business in the State aggregated \$5,352,000, an increase of \$459,000 over the preceding year. The total revenues showed an increase of \$1,497,000. Fifteen steamboat companies noted in the report represent an invested capital of \$633,000 alone. The commission takes the ground that outside capital has been attracted to the State by the new railroad mileage constructed recently, giving an opportunity to develop its resources.

Marshall to Gilmer.

The Texas Southern Railway Co. has decided to complete a new route between Marshall and Gilmer, which will be forty miles in length and connect with the Texas & Pacific, also the St. Louis Southwestern systems. The Texas Southern extends between Marshall and Harlton, a distance of eighteen miles. Mr. L. E. Walker, president of the company, informs the Manufacturers' Record that it has secured a road built by the Commercial Lumber Co., which is about sixteen and one-half miles in length. Surveys are being made to connect the two roads and build the extension referred to. About eight miles will be constructed.

To Build at Once.

Mr. George Hayden of Ishpeming, Mich., president of the Fort Smith & Western Railroad Co., advises the Manufacturers' Record that surveys of the road have been completed for a distance of 150 miles west of Fort Smith, and that the necessary rails have been purchased, while contracts for grading and other work are about to be let. The company proposes utilizing 70-pound rails. It has secured the necessary land for terminal facilities at Fort Smith.

Inspecting Mexican Lands.

A number of live-stock owners and bankers of Texas recently made a tour of a portion of Mexico adjacent to the route of the Kansas City, Mexico & Orient Railroad. The party was in charge of Mr. W. W. Sylvester, vice-president of

the company. The trip was made for the purpose of showing the visitors the area of grazing lands, also mineral and timber property, which the company secures by concessions from the Mexican government.

To Issue Bonds.

The stockholders of the Central of Georgia Railway Co. have ratified the decision of the directors to purchase the Chattanooga, Rome & Southern Railway, which in future will be operated as a branch of the Central system. It has been decided to issue \$462,000 in bonds on what is known as the Oconee, the Bruton & Pineora, the Register & Statesboro and the Dover & Statesboro lines, also operated as branches of the Central.

Busy Southern Car Works.

According to a statement of Mr. J. M. Elliott, president of the Southern Car & Foundry Co., the plants controlled by this corporation in the South are working full time upon orders for rolling stock. These include 1000 freight cars for the Choctaw, Oklahoma & Gulf Company, and fifty refrigerator cars for the Southern system. The indications are that all of the car works will be in continuous operation for an indefinite period.

Louisville & Nashville Extensions.

Chief Engineer Montfort of the Louisville & Nashville Railroad Co. informs the Manufacturers' Record that bids have been received for constructing the branch from Geneva, Ala., to Graceville, Fla., a distance of twenty-five miles. Mr. Montfort also states that contracts have been let for an extension from Geneva to Sardis, Ala., a distance of about ten miles. The Alabama Construction Co. at Anniston has secured this work.

More Mileage in Texas.

In a letter to the Manufacturers' Record Mr. Leroy Trice, vice-president of the International & Great Northern Railroad Co., writes that all of the contracts have been let for the extension from Bryan to Spring, Texas, also from Marlin to Waco. The Bryan extension, which will be seventy-eight miles in length, is to be completed by January 1, while it is expected to have train service in operation to Waco by September 1.

Outlay for New Rails.

According to a dispatch from New York, the Missouri Pacific Railway Co. and its allied lines have made arrangements to purchase about 110,000 tons of rail, which will be used principally in the Southwest on extensions and improvements to lines already in operation. The estimated outlay is \$2,875,000.

Railroad Notes.

Contracts have been let for the construction of a branch of the Nashville & Knoxville Railroad to coal mines on Laurel creek, Tennessee, owned by the Crawford Coal & Iron Co. The branch will be about seventeen miles long, and will be completed by August 1.

The Southern Railway Co. is preparing a directory of summer resorts reached by the system and its connections, which will contain a complete list of hotels and boarding-houses, with a table of rates and other information desired by the prospective tourist. The directory is to be illustrated by attractive views of mountain and other scenery in the country which the Southern traverses.

A dispatch states that sulphur of a high grade has been found at Beaumont at a depth of about 100 feet. The strata is nearly 100 feet thick.

TEXTILES.

[A complete record of new textile enterprises in the South will be found in the Construction Department.]

Correspondence relating to textile matters, especially to the cotton-mill interests of the South, and items of news about new mills or enlargements, special contracts for goods, market conditions, etc., are invited by the Manufacturers' Record. We shall be glad to have such matter at all times, and also to have any general discussion relating to cotton matters.

The Whitney Memorial.

A number of gentlemen of Augusta, Ga., with Mr. James F. McGowan, president; Joshua J. Doughty, vice-president, and Mr. T. C. Crawford, secretary and treasurer, have undertaken the foundation of the Eli Whitney Country Club as a memorial to the inventor of the cotton gin. The memorial will take the form of a handsome country clubhouse at Rocky Creek, near Augusta, where the gin was first operated. The directors of the club are Messrs. Thomas Barrett, Jr., president Langley Manufacturing Co.; J. W. Chaffee, president Sibley Manufacturing Co.; James P. Verdery, president Enterprise Manufacturing Co.; T. I. Hickman, president Graniteville Manufacturing Co.; Landon Thomas, president King Manufacturing Co.; Stewart Phinizy, president Augusta Factory; J. F. Hanson, president Bibb Manufacturing Co.; Jacob Phinizy, mayor of Augusta, Ga.; T. K. Scott, general manager Georgia Railroad; James U. Jackson, general agent Seaboard Air Line Railway Co.; Thomas Alexander (Alexander & Alexander), cotton factors; Cecil Cochrane, (C. Cochrane & Co.), cotton brokers; W. T. Gary, attorney-at-law.

The Cotton Movement.

In his report for May 17 Col. Henry G. Hester of the New Orleans Cotton Exchange shows that the amount of cotton brought into sight during 259 days of the present season was 9,546,191 bales, an increase over the same period last year of 827,544 bales; the exports were 5,770,523 bales, an increase of 362,231 bales; takings by Northern spinners were 1,774,204 bales, a decrease of 381,130; by Southern spinners 1,196,805 bales, a decrease of 63,479 bales.

Textile Notes.

It is announced that a knitting mill to employ fifty hands will be established at Piedmont, Ala.

Dr. T. C. Smith and associates of Dalton, Ga., expect to erect a knitting mill for producing hosiery.

The Globe Cotton Mills at Augusta, Ga., were damaged by fire last week to the extent of \$40,000. It is reported the plant will be rebuilt on an enlarged scale.

The report of a knitting mill being erected at Lafayette, Ga., mentioned last week, has been confirmed. W. H. Steele is secretary-treasurer, and A. N. Steele, president.

The rumors regarding a cotton mill at Harrisburg, N. C., mentioned last week, originated from the fact that the Harrisburg Improvement Co. has furnished site for such an enterprise to M. H. Caldwell of Concord.

Hopkins County Wool-Growers' Association of Sulphur Springs, Texas, has sold its spring clip of wool to the Pittsburg Textile Manufacturing Co. of Pittsburg, Texas, at fourteen cents. About 20,000 pounds is the clip.

Efforts are being made to locate a 5000-spindle cotton factory at Fort Smith, Ark. It is desired to interest some experienced manufacturer who will invest in

a \$100,000 company. The Commercial League can be addressed.

Palmetto Manufacturing Co. has been chartered at Raleigh, N. C., by Messrs. John M. Smith of Rockingham, James M. Dockery of Hamlet and John P. Cameron of Rockingham, for manufacturing cotton goods, also wines, liquors, etc. Capital stock is \$25,000.

T. U. Cole of Honey Grove, Texas, contemplates forming a company to build knitting mill for hosiery, and is prepared to receive information concerning the industry indicated, together with estimates on plant. An experienced party willing to invest could probably make an equitable arrangement.

The proposed mill company of E. B. Wilbur at Newberry, S. C., recently mentioned, continues to be promoted. It is thought that the capital stock will be \$200,000 and the spindles will number 10,000. The intention is to manufacture a grade of cloth that has not heretofore been made in the South. Others interested are Messrs. James McIntosh, M. A. Carlisle, F. N. Martin, C. C. Davis, T. C. Pool and others.

One of the most interesting features of the equipment of the new Olympia Mills at Columbia, S. C., is the mechanical-draft apparatus. The tall chimney, which has heretofore been such a distinguishing feature of a cotton mill, is completely done away with, and for it is substituted a short steel-plate stack extending barely above the roof. Draft is produced by two 14-foot fans driven by direct-connected engines. An outer shell surrounds the stack, and through the annular space between air is drawn from the atmosphere down into the fan room. The heat thus acquired is further increased by radiation from the fans. This hot air is finally drawn to the fires through ducts extending beneath the ashpits. The entire mechanical-draft plant was designed and built by the B. F. Sturtevant Co. of Boston.

QUOTATIONS OF COTTON YARNS.

By Buckingham & Paulson, New York, Philadelphia and Chicago, May 21.

No. 10s-1 and 12s-1 warps.....	12 @12½
No. 14s-1 warps.....	12½ @13
No. 16s-1 warps.....	13 @13½
No. 20s-1 warps.....	14 @14½
No. 22s-1 warps.....	15 @15½
No. 26s-1 warps.....	16 @16½
No. 6s to 10s bunch yarn.....	12½ @13
No. 12s-1.....	13 @13½
No. 14s-1.....	13 @14
No. 16s-1.....	13 @14½
No. 20s-1.....	14 @15½
No. 22s-1.....	14 @16½
No. 26s-1.....	15 @17½
No. 8s-2 ply soft yarn.....	13 @13½
No. 10s-2 ply hard.....	13½ @14
No. 12s-2 ply hard.....	14 @14½
No. 14s-2 ply.....	14½ @15
No. 16s-2 ply.....	15 @15½
No. 20s-2 ply.....	15½ @16½
No. 24s-2 ply.....	16 @17
No. 28s-2 ply.....	16½ @17½
No. 30s-2 ply.....	17 @18
No. 40s-2 ply.....	18 @19
No. 8s-3, 4 and 5 ply.....	12½ @13
No. 20s-2 ply chain warps.....	14 @14½
No. 24s-2 ply chain warps.....	15 @15½
No. 28s-2 ply chain warps.....	15½ @16½
No. 30s-2 ply chain warps.....	16 @17
No. 16s-3 ply hard twist.....	13½ @14
No. 20s-3 ply hard twist.....	14 @14½
No. 26s-3 ply hard twist.....	15 @15½
Market quiet; prices nominal.	

Henry Norman, M.P., whose articles on Russia in Scribner's have been interrupted by his parliamentary duties, resumes in the June Scribner's with an account of the admirable qualities of the Finnish people, and something about the crisis in that country brought about by Russia imposing on them her language.

Charles W. Hayes of the United States geological survey, in his report on the bauxite fields of Arkansas, describes the location of the deposits south and southwest of Little Rock, and suggests that a great saving could be had in refining the ore at the mines.

COTTONSEED OIL.

This department is open to the full and free discussion of trade topics and practical questions, and contributions are invited from men who are identified with this industry. Items of news are always acceptable.

COTTONSEED CRUSHERS.

Rules Revised at the Fifth Annual Convention.

The fifth annual convention of the Interstate Cottonseed Crushers' Association at New Orleans adopted new rules regarding cottonseed-oil measurement, classification, soap stock, cottonseed cake, cottonseed meal, buyers' tanks, time contracts, claims, samples and arbitration. Among the resolutions adopted was one of thanks to Hon. John A. Kasson for the untiring and valuable services to the cotton-oil industry in the negotiation of commercial treaties, particularly the French reciprocity treaty, and urging the passage of the treaty as negotiated by Mr. Kasson. Thanks were also tendered to the senators and representatives in Congress "who have, by their untiring vigilance and energy, thwarted the enactment of a law detrimental to our great Southern industry in the defeat of class legislation, and distinctively known as the Grout bill, whose enactment would have curtailed the use of a large portion of our product."

Among the papers presented were: "Remedies for the Present Abuses in Buying Cottonseed," by Frank Oliver; "The Trimming of Cottonseed Cake," by Alfred W. French; "Handling Raw Material; or, the Working of Cottonseed," by R. A. Allison; "Cottonseed Purchases by Mills," by J. W. Black; "Why Is Butterine Taxed?" by H. C. Pirrung; "Has There Been Any Real Improvement in Cotton Oil Mill Construction?" by F. Streuby; "What the Oil Mill Has Done for the Cotton Planter," by J. J. Culbertson; "How to Improve Home Trade in Cottonseed Meal as a Fertilizer," by O. C. Wiley; "Arbitration," by H. P. Johnson; "Improvements in the Means and Methods of Reducing Cottonseed Cake to Meal," by Robert H. Foos; "The Importance of Higher Quality of Crude Oil," by W. B. Albright; "Experience from a Manufacturer's Standpoint," by C. W. Ashcraft; "Export Trade in Cottonseed Products—Its Needs for Improvement," by E. Steinhart; "The Combined Cottonseed Oil Mill and Refinery," by R. H. Schumacher, and "Why the Cotton-Growing States Are Interested in Preventing the Annihilation of the Butterine Industry," by W. E. Miller.

Officers were elected as follows: President, A. E. Thornton; vice-president, Joe W. Allison, and secretary, Col. Robert Gibson.

Cottonseed-Oil Notes.

The site for a cottonseed-oil mill at Henderson, Texas, has been secured, and the necessary amount for building it has been raised with local capital.

The Breaux Bridge Cottonseed Oil Co. of Breaux Bridge, La., on the 17th inst. elected Joe Pellerin, president, and J. K. Melancon, secretary and treasurer.

The Monroe Cotton Oil & Fertilizer Co. of Monroe, N. C., closed its season last week. The company's output during the past season was 126,000 gallons of oil shipped, in the manufacture of which 3200 tons of seed were used. The mill has also sacked and sold about 1150 tons of cottonseed meal.

The Texas market for cottonseed products has ruled very steady during the past week. Prime crude oil, loose, is firm at 27 to 28 cents, and prime summer

yellow oil, 30 to 31 cents; linters, per pound, 2¼ to 2½ cents, all f. o. b. at interior points in the State, according to location. Prime cottonseed cake and meal is in good demand for export at \$19.50 to \$20 per ton delivered at Galveston.

The Delta County Cotton Oil Co. was organized last week at Enloe, Texas, with the following directors: S. P. Buckler, J. B. Redus, J. A. Enloe, Dr. A. J. Rush, Dr. F. P. James, W. D. Stanley and J. P. Regan. The company is capitalized at \$40,000, and will erect a 50-ton mill. The machinery has been ordered, and work will be commenced on the building at once, with a view of getting the plant ready for operations by the opening of the cotton season.

The following are the official quotations of cottonseed and cottonseed products, as posted at the New Orleans Cotton Exchange on the 20th inst.: Prime refined oil in barrels, per gallon, 34 cents; off refined oil in barrels, per gallon, 32½ cents; prime crude oil, loose, per gallon, 28 cents; prime cottonseed cake, per ton of 2240 pounds, \$24; prime cottonseed meal, per ton of 2240 pounds, \$23.75; soap stock, per pound, 1.07 cents; linters, choice, per pound, 3¼ cents; A, 3½ cents; B, 3¾ cents; C, 3 cents; cottonseed in sacks delivered at New Orleans, per ton of 2000 pounds, \$15; in bulk delivered at New Orleans, per ton of 2000 pounds, \$14.

The Charleston Exposition.

Mr. Bradford L. Gilbert, architect-in-chief of the South Carolina, Interstate and West Indian Exposition, announces that the buildings will be complete in time for the opening of the exposition on December 1. During the past seven months ten of the principal structures have been contracted for, and are now in course of erection. Mr. Gilbert says that few persons realize the scale and key at which the scheme of the exposition has been pitched. For example, around the Court of Palaces, itself containing 100,000 square feet more than the main court at Buffalo, the three main palaces and colonnades are nearly one mile in length. The Art Palace will be a brick fireproof structure of classic detail and design, enriched with some original mural decorations.

Sidelights on Management World Systems Railways. By Major Pangbourne. Price \$1. Through Cushing, Baltimore.

Major Pangbourne has had a varied career of many years with railways. He has been an active worker on original lines for the upbuilding of American railways; he has traveled extensively in two or three continents, and is the author of other works, such as "World's Railway," "Picturesque Baltimore & Ohio" and "Sidelights on Russia." In this last volume Major Pangbourne presents in his peculiar style, which must impress the reader, a mass of interesting facts so arranged that they present a comprehensive means for the comparative study of the railroad situation in the world. He groups his studies under the heads of several classes of railway management, the banker-broker for American railways, the monarch for German, the political for Australian, the Utopian for New Zealand, the military for India, the parliamentary for English and the autocratic for Russian. The volume is not burdened with statistics, the author taking the ground that approximation in figures is more suited to the reading needs of a busy man of affairs than minuteness. The chapters are short and well paragraphed, and the sentences are pungent and terse.

PHOSPHATES.

Phosphate Markets.

Office Manufacturers' Record,
Baltimore, Md., May 22.

The phosphate market has shown a moderate degree of activity during the week, in sympathy with the improvement in other fertilizer ingredients. The offering of desirable lots of rock is moderate, but buyers are not disposed to purchase except at low figures. The general movement in phosphate rock at Southern points of production is becoming more active in certain sections. In South Carolina the market for rock is better, mining is being pursued more vigorously by the various companies, and the industry is assuming its accustomed importance. The Florida field is being worked to better advantage; the various plants have undergone repairs, and the mining of land rock and pebble is now of considerable volume. There is said to be a better foreign demand, and prices are generally well maintained, holders being firm in their views. In Tennessee there is a fair demand for both domestic and export rock, and at Mt. Pleasant miners are all busy, the market being nominally steady at the following figures: 72 per cent. phosphate rock \$2.25, 75 per cent. \$2.75 and 77 to 80 per cent. \$3.50 to \$3.75. The following phosphate charters were reported last week: A British steamer, 1725 tons, from Charlotte Harbor to Dublin at 16/; schooner W. H. Clifford, 756 tons, from Port Tampa to Baltimore at \$1.70, and the British steamer North Anglia, 1359 tons, from Brunswick to the United Kingdom or Continent on private terms. The British bark Elvim was chartered to load nitrate at Tocopilla for Hampton Roads for orders at 22/.

Fertilizer Ingredients.

The market for ammoniates has ruled active during the past week. There is a better inquiry from the East and South, considerable interest being taken in futures by buyers from these sections. Sulphate of ammonia has improved under a better inquiry. Fish scrap is in demand at full figures. The spot market for nitrate of soda is firmer, and holders decline to make concessions.

The following table represents the prices current at this date:

Sulphate of ammonia (gas).....	\$2 75 @ 2 80
Nitrate of soda, spot Balto.....	1 85 @ 1 90
N. York.....	1 85 @ —
Blood.....	2 25 @ 2 27 1/2
Azotline (beef).....	2 35 @ —
Azotline (pork).....	2 35 @ —
Tankage (concentrated).....	2 17 1/2 @ 2 20
Tankage (9 and 20).....	2 30 & 10 @ 2 35 & 30
Tankage (7 and 30).....	20 00 @ 21 00
Fish (dry).....	27 50 @ 30 00

Phosphate and Fertilizer Notes.

The Central Phosphate Co. of Mt. Pleasant, Tenn., is now busy with some large export orders, and the plants of the company are being operated on full time.

It is stated that a fertilizer factory is about to be established at Mt. Pleasant, Tenn. The promoters of the scheme are well-known local capitalists, who have associated with them several prominent citizens of Nashville. The charter will be filed in a few days.

It is stated that specimens of a high-grade phosphate rock have been discovered in the third district of Montgomery county, Tennessee. The samples shown are not of the same color of either the Maury or Sumner county rock, but the quality is fully equal to either.

The Tennessee Valley Fertilizer Co. held its annual meeting last week at Florence, Ala., and decided to increase its present capacity one-third for next season. Work will begin at once on the additional buildings, and new machinery will be ordered.

The company is now operating a phosphate mine at Lawrenceburg, Tenn., and will mine and use phosphate rock from there next season.

The phosphate-mining interests of South Carolina are beginning to show marked indications of a revival from the quiet tone prevailing for some months past. Large stocks of rock held by several companies have been considerably reduced, and the Coosaw Company, one of the oldest and largest concerns operating in the Beaufort section, after being shut down for several months, has resumed operations. The Beaufort Phosphate Co. is also again engaged in mining rock. The Central Phosphate Co., formerly the Farmers' Mining Co., acquired by a French syndicate, with headquarters in Paris, has within the past few months expended some \$200,000 in putting its plant, located near Beaufort, in good working order.

The latest number of the University of Tennessee Record is devoted especially to the subject of technical education in the South. The leading article is by A. C. Lanier, a last year's graduate of the University of Tennessee, who takes the ground that in this new age the technical man ceases to be an unthinking machine and becomes the missionary, the teacher and the man of letters laying the foundation upon which all must build. Other articles are "The Electric Current in Chemical Analysis," by Edward F. Kern, class of '97; "A Multiple Filtering Apparatus," by Prof. Charles A. Mooers; "The Polar Planimeter," by Prof. William W. Carson; "The Welding of Copper," by Prof. J. R. McColl; "The Tests on a 30-Kilowatt Dynamo," by Prof. Charles A. Perkins; "Automatic Record of Water Stages in the Upper Tennessee River," by W. M. Fulton, and "Anemometers," by Cyrus Kehr. This number is an excellent illustration of the work which the University of Tennessee is doing for technical education in the South.

Cassier's Magazine of illustrated engineering has the following articles in its June number: "The Social Engineer," by Dr. W. H. Tolman; "The Training of Workmen," by Joseph Horner; "Aerial Navigation," by Octave Chanute; "Superheated Steam," by Ernest H. Foster; "The Smoke from a Great City," by Prof. C. H. Benjamin; "Goliath Cranes," by Joseph Horner; "Industrial Betterment—In the Iron and Steel Industry," by H. F. J. Porter; "American and British Rolling-Mill Practice," by William Garrett.

The Cumberland Plateau, Tennessee. By Prof. Andrew M. Soule, University of Tennessee, Knoxville.

This is an attractive sketch of a visit by Professor Soule to an extensive stock farm of 10,000 acres on Cumberland plateau. It gives a description of the farm as illustrative of the opportunities in that region for stock farming.

The Jonesboro Sash & Blind Co. of Jonesboro, N. C., has about completed its \$10,000 plant, and is placing the best and most approved machinery. The plant will commence operations in a few days. The officers of the company are Dr. E. P. Snipes, president; L. Acree, secretary and treasurer, and D. F. Thomas, general manager.

The Smith & Simpson Lumber Co. of Atlanta, Ga., has been chartered, with a capital stock of \$15,000. The incorporators are Milton A. Smith, William A. Simpson and Herbert S. Baisden, all of Fulton county, Georgia. The company will own and operate saw-mills, manufacture lumber and other building material and deal in real estate, etc.

LUMBER.

[A complete record of new mills and building operations in the South will be found in the Construction Department.]

LUMBER MARKET REVIEWS.

Baltimore.

Office Manufacturers' Record,
Baltimore, Md., May 22.

The movement in the local lumber market has been steady during the past week, but the total volume of business recorded scarcely reaches an average amount. The demand, however, is slowly improving in certain lines and avenues of the industry, and in the hardwood trade the situation is reported as showing much better features. Oak, ash, walnut, poplar and other woods show a firmer tone in values, while from out-of-town buyers the inquiry is improving. Local woodworking concerns are at the moment well supplied, but are expected in the market shortly to increase their holdings. In North Carolina pine the situation steadily improves, with a better demand from Northern sources. There is also a fair business with the United Kingdom and Continent, some good orders being now on file for shipment in early June. The tone of prices for nearly all grades of North Carolina pine is steady, with the exception of 12-inch box grades, of which there is a surplus. The movement in white pine is regular, with the market in fair condition, stocks not being excessive and the demand improving slowly. For dressed stock there is a sharp demand, and planing mills are all busy. Business in cypress, hemlock and spruce continues light, while values are generally well maintained. With regard to the foreign trade in hardwoods from this port, there seems to be but little improvement, and conditions are unchanged, with few indications of a more favorable outlook for business.

Savannah.

[From our own Correspondent.]
Savannah, Ga., May 20.

The volume of business in all departments of the lumber industry in this section so far during the current month has been only moderate. During the past week, however, the conditions indicate a renewal of activity at an early date. Shipments for the past two weeks amount to about 5,500,000 feet, which is considered better than usual, as on account of the holding back of orders many of the mills have been shut down. There is at the present writing orders enough, however, to keep the mills going at full capacity for some time to come, and prospects are favorable for larger shipments through the ports. In addition to the coastwise movement, large quantities of lumber are expected to move to the West to fill a very large order for car-building purposes at St. Louis. The annual meeting of the Georgia Saw-Mill Association, which was held on the 17th at Tifton, Ga., was well attended, the proceedings of which were full of interest. Several matters of importance were submitted for the first time, and will be decided upon at the next meeting, which will be held at Tifton on June 11. The reports of members of the association at the meeting indicated a quiet market, which had ruled for some weeks past. An increased demand, however, is now the rule, and mills have about all they can handle, and members of the association generally look for a good trade during the entire summer. Freights are improving as to rates, though the demand for vessels is moderate. Charters for the past week were as follows: Schooner Hugh Kelly, 698 tons, Savannah to New

York with lumber at \$4.75 and ties 14 1/2 cents; schooner Standard, from Savannah to New York with lumber at \$4.75, option Bridgeport, \$5; schooner E. A. Holmes, 1070 tons, from Brunswick to New York with ties at 14 cents; schooner Cella F., 353 tons, from Darien to New York with lumber at \$4.87 1/2; schooner H. B. Peck, 449 tons, from Brunswick to Providence with lumber at \$4.87 1/2; schooner Percy & Lillie, 479 tons, from Savannah to Norwich with lumber at \$5, and schooner J. G. Schmidt, 450 tons, from Darien to Philadelphia with lumber at \$4.62 1/2, coal out to Savannah at 75 cents.

Mobile.

[From our own Correspondent.]
Mobile, Ala., May 20.

Business in both timber and lumber continues to show but little expansion, and the market has ruled quiet during the week. Sawm timber continues to be shipped in considerable quantities, and the tone of the market holds about steady at 11 to 11 1/2 cents per cubic foot. The offering of hewn timber is light, stocks being principally in the hands of exporters, and quotations are firm at 13 to 13 1/2 cents per cubic foot. The situation in lumber remains unchanged, and the market is fairly active, with a moderate volume of business reported. At all points adjacent to this city saw-mills are busy, most of them running at their full capacity. The Cuban and South American demand has been light during the past week. Shipments of lumber for the week amounted to 1,798,904 feet, and for the season \$4,567,700 feet, against 114,205, 101 feet last year. The shipments of sawn timber for the week amounted to 135,238 cubic feet, and of hewn timber 1680 cubic feet. The timber market at Pensacola is a shade easier at 11 to 11 1/2 cents for small and large average. The lumber market is firm, with a good inquiry, with prime quoted at \$14.50 to \$15.50. One lot of 11-inch and up in width sold for \$15.50. The freight market is quiet, and for steamers business is dull. Coastwise lumber tonnage is in moderate request, with rates firm. Charters reported last week were the British brig Alice Bradshaw from Pensacola to Havana with lumber at \$6; Australian steamer Auguste, 1777 tons, from Mobile to Alexandria with timber at 107/6, May, and schooner Carrie Strong from Pascagoula to New York with lumber at \$8, option Boston \$6.25.

New Orleans.

[From our own Correspondent.]
New Orleans, La., May 20.

In all branches, financial, commercial and industrial, New Orleans so far during 1901 has continued to forge ahead with remarkable strides, the volume of trade showing steady and substantial features. Bankers are fully satisfied with the outlook; railroads are increasing their facilities to handle the increasing traffic; receipts from agricultural products are increasing, and investors from the North and East are leaving millions of capital here, with the assurance of substantial returns. These indications give a healthy and tangible tone to trade, while under all present conditions it is safe to say that never in the history of the port were prospects brighter for its future in nearly all avenues of trade. Sharing in the prosperity of this section, the lumber and timber industry is playing an important part, being a potent factor in the general trade of not only this, but adjacent ports on the Gulf. The cypress industry of Louisiana is every year becoming of greater importance as the true value of the wood is understood. Great improvements have been introduced in the meth-

ods of manufacturing cypress lumber and other products, and there seems to be no limit to the demand, which at the moment is most pronounced. The wood has again advanced during the present month, and all mills are now running at their full capacity. The volume of business is showing considerable expansion, the demand from Northern sources being quite active, while large quantities are going into consumption throughout the South. Cypress mills have generally good stocks on hand stacked and getting in good shipping condition. One and two-inch stock is plenty, and large lots of lumber have been on hand for nearly a year, and will soon be in first-class condition for working. The yellow-pine industry is also in good shape, and at all milling sections along the lines of railroad entering New Orleans mills are running at their full capacity. Shipments from this and Gulf ports are growing in volume, and the foreign inquiry is especially active. From the clearing-house returns for March 164 replies from as many manufacturers and wholesale dealers show the following shipments: Missouri 17,223,783 feet, Arkansas and Indian Territory 50,642,940 feet, Texas 51,321,480 feet, Louisiana 35,364,301 feet, Mississippi 23,117,456 feet, Alabama 16,009,725 feet and Georgia 8,483,128 feet, or a total for that month of 202,162,813 feet, with a cut of 179,913,964 feet. At the Westlake and Lake Charles section of the State the volume of business is reported very satisfactory, and mills generally have a full supply of orders. The hardwood industry is reported quite active, and receipts at this port are increasing, while the home and foreign trade is growing in importance. The receipts of yellow-pine lumber at this port during the week ending the 17th inst. aggregated 2,000,000 feet, and for the season 99,371,135 feet, against 75,981,986 feet.

Memphis.

[From our own Correspondent.]
Memphis, Tenn., May 20.

Business in hardwood lumber during the past week was more active than it has been any time thus far this season, and has encouraged the lumbermen here to believe that the spring activity has at last burst into life. There were more inquiries from almost every direction, and those who were bidding for lumber here showed a greater disposition to meet the views of holders than they have done for some time. Bids have therefore been of a more satisfactory character. The West has taken fair consignments of various woods, notably poplar, Arkansas and Louisiana cypress and some oak and gum, while the domestic East has also bid more freely in this market, the demand being especially active for ash, which is now leading the whole list in point of activity, and the various oaks, though notably plain white and red, the quartered being still rather slow. Another encouraging feature has been the improvement in the export demand, which has shown quite an increased amount of activity for special woods, notably poplar, ash and plain white oak. Some of the large export firms here stated to the representative of the Manufacturers' Record that they had shipped a great deal more lumber to the far Eastern markets than at any time since the beginning of the year, and that their agents at some of the larger foreign centers had advised that they could place consignments more readily than for some time past. Stocks are rather irregular, some woods showing some increase over the demand, while others are rather below actual trade requirements. The greatest abundance is to be found in cottonwood, especially in firsts and seconds, and in gum, while the

more marked scarcity lies in poplar, ash and plain red oak. The offerings in the interior are not large, though the firms here that are in the open market for lumber report that they are able to pick up excellent quality and quantity almost every day. The price position of the market has undergone no open change, though holders are, as a rule, firmer in their views than they were a week ago. One of the most peculiar features of the situation is the fact that cottonwood commons and culls are more firmly held than firsts and seconds, due to the large demands for the former made by the various box and box-shook manufacturers. In the soft woods there has been an almost unprecedented demand, on account of the record-breaking amount of building in progress in this city and in the territory adjacent thereto. The dealers in this class of stuff say they never saw anything like it. Prices with them are firmly maintained. Stocks are plentiful enough to meet all demands.

Beaumont.

[From our own Correspondent.]
Beaumont, Texas, May 18.

What perhaps has not occurred in many years before in the lumber industry of Texas, namely, the maintenance of prices on a declining demand, is taking place today. With a decrease of 40 per cent. in the call for material, prices have scarcely been touched. Instead of there being a decline of \$1.50 per M feet for the spring and early summer months, there has hardly been a falling off of fifty cents per M feet. Several of the more prominent mills are even yet demanding the old level of prices, namely, \$15, and to the writer's knowledge are securing it on much more business than is generally supposed. The general market, however, on lumber today is \$14.50 per M feet. Western business continues active, and some desirable sales are reported in piece stuff for Nebraska and Kansas points. There is a very stiff enquiry for bill stock, to be used in the construction of warehouse and office buildings at the Western centers, and considerable business will be done in this commodity. Louisiana trade, which has been rather quiet lately, is picking up, and the prospects for a good rice crop are having a beneficial effect on trade with the Louisiana dealers. There are several rice mills projected for construction in time for the coming crop, and as these bills are always desirable, being composed principally of square-edge timber, there will be some rustling to secure them. The timber business is so active that there is nothing to be said about it. All mills are supplied with all they can handle, both in the way of ties and general assortment of timber bills. A large amount of railroad construction in the State is responsible for a great number of timber bills. There is all the business with Mexico to be had that is desired by the most ardent cutter of Mexican schedules. The John S. Davis has just cleared from Sabine with 320,000 feet, and other vessels are chartered to follow immediately. But the greater part of the Mexican import lumber business is just now by rail. The Coahuila & Pacific Railway, which placed one order a short while since for 26,000,000 feet of ties and timbers, is one of the largest buyers just now. Furthermore, the mines are active buyers of props and mining timber. The other Mexican railways are also active buyers, several enquiries for ties having been lately received from the republic. The business done by the yards in that country at present is enormous, and requires a great deal of material. It is all these markets that Beaumont has access to that make it such a desirable market.

It is these markets which have kept the lumber stock on hand at the long-leaf mills down to 140,000,000 feet for the past three months, and as long as it remains at that figure there need be no fear of lower prices than the present basis. The present average stock at each long-leaf mill is 5,250,000, as against the usual average stock of 7,500,000 to 8,000,000 feet.

Lumber Notes.

Receipts of lumber at the port of New Orleans, La., for the week ending May 17 aggregated 2,000,000 feet, and for the season 99,371,135 feet, against 75,981,986 feet last season.

The May-Easterling Lumber Co. of Covington county, Mississippi, was chartered last week, with a capital of \$25,000. The exact location of the company in its operations will be decided hereafter.

The milling plant of J. H. Bedgood & Co. at Arabi, Ga., was destroyed by fire on the 15th inst. The planing mill, shingle mill and saw-mill were totally destroyed. The loss is estimated at \$20,000, with no insurance.

Messrs. D. P. Everitt, J. G. Mitchell and others of Statesboro, Ga., have organized the Statesboro Lumber Co. The company has secured a tract of land near the Central Railway depot, where it will erect a new planing-mill plant.

The Mobile Basket Factory was incorporated last week at Mobile, Ala., with a capital of \$12,000, for the purpose of manufacturing baskets, fruit crates and packing cases. The incorporators are C. C. Muchem, J. J. Bartee and W. T. Ruffer.

The dry-kiln of the shingle mill of Stewart & Butt on One Mile creek, near Mobile, Ala., was totally destroyed by fire on the 14th inst., including 1,000,000 cypress shingles. The loss is estimated at over \$5000, two-thirds of which is covered by insurance.

Work is progressing on the Strong Lumber Co.'s plant at Bristol, Tenn. The company has thirty new logging cars, just received from Anniston, Ala., which will be used in transporting logs from the mountains of Carter county, Tennessee, to the plant at Bristol.

The shipments of lumber from the port of Mobile last week amounted to 1,798,904 superficial feet, shipments of hewn timber 1680 cubic feet and sawn timber 135,238 feet, or a total of 3,441,920 superficial feet. The shipments of lumber for the season aggregated 84,567,700 superficial feet.

Among the shipments of lumber from Jacksonville, Fla., last week were the schooner Alice B. Phillips for Perth Amboy, N. J., with 425,000 feet; schooner Jonathan Sawyer for Saint Pierre, Martinique, with 277,000 feet, and schooner Samuel Dillaberry for Philadelphia with 10,500 cross-ties.

A shipment of 2,000,000 feet of hardwood lumber will be made this week from Hunter's Landing, above Memphis, by the Hunter Saw-Mill Co., consigned to a Louisville firm. It is the intention of Captain Hunter and his associates to put up a thoroughly up-to-date saw-mill plant to replace the one recently destroyed.

The Kennedy Stave & Cooperage Co. of Birmingham, Ala., was incorporated last week, with a capital stock of \$50,000. The headquarters of the company will be at Ensley. The incorporators are John B. Kennedy, Charles M. Kennedy and William M. Kennedy. The company will do a general stave, heading and cooperage business.

Messrs. Hoshall & McDonald Bros.

broke ground at Washington, La., on the 16th inst. for the erection of a hardwood mill. They will make a specialty of manufacturing oak and ash lumber. Active operations will begin in about thirty days. The firm has already orders for fifty-six cars of lumber for New England parties, and expects to do a large export trade.

The Chattanooga (Tenn.) furniture manufacturers and dealers met last week in that city and perfected an organization for the purpose of giving during the summer an exhibit to be called "The Chattanooga District Furniture Exhibit." The officers of the association are J. F. Loomis, president; J. H. Keyser, vice-president, and J. F. Temple, secretary and treasurer.

The Middle States Furniture Manufacturing Association held a meeting last week in Baltimore and elected officers for the ensuing year as follows: President, S. C. Hall, Waverley, N. Y.; vice-president, F. M. Page, Williamsport, Pa.; secretary, L. E. Erickson, Jamestown, N. Y. The Reliable Furniture Co. and the Hughes Furniture Co. were the Baltimore firms represented at the meeting.

The Boykins Woodworking Co. of Norfolk, Va., has been chartered, capitalized at from \$5000 to \$25,000. The principal office will be at Norfolk, while the mills will be located at Boykins, Southampton county. The officers of the company are as follows: H. K. Wolcott of Norfolk, president; W. F. Deal of Emporia, vice-president; George A. Smith of Norfolk, general manager, and George W. Deal of Norfolk, secretary and treasurer.

The Woodstock Hardwood & Spool Manufacturing Co., whose plant is sixteen miles from Charleston, S. C., is now in full operation and making regular shipments of bobbins, picker-sticks, etc. The company owns 1700 acres of land, which is well timbered with dogwood, sweet gum, ash, hickory, persimmon and other woods. The dogwood will be manufactured into golf sticks. The officers of the company are W. H. Welch, president; Julius D. Keoster, secretary and treasurer, and J. F. Williams, superintendent and manager.

The development of hardwood timber lands in Alabama has placed on the market some remarkably fine specimens of timber. The Gadsden Journal mentions a specimen of black oak as follows: "W. F. Fleming, who is working a force of hands at Ball Play getting out logs for the Kyle Lumber Co., says they cut a tree in the swamp at Ball Play that scaled 10,026 feet. He says there is another tree there that will scale more than the one cut by 2000 feet. The trees are black oak, and are worth something near \$50 at the stump."

The annual meeting of the Georgia Saw-Mill Association, held at Tifton, Ga., last week, was a very interesting one. The members present were called upon for reports of trade conditions, from which it appeared that an unusual activity still continues in all lines of dressed stock, the demand exceeding the supply. In timber the inquiry has been much heavier for the last week or so, and the indications are of an increase in orders. Several matters of importance were brought up for the first time, and will be decided upon at the next meeting, which will be held at Tifton on June 11. The following officers were elected for the ensuing year: H. H. Tift, Tifton, Ga., president; W. B. Stilwell, Savannah, vice-president; F. E. Wayner, Tifton, Ga., secretary, and M. F. Anorous, Bayboro, Ga., treasurer. The headquarters of the association will remain at Tifton.

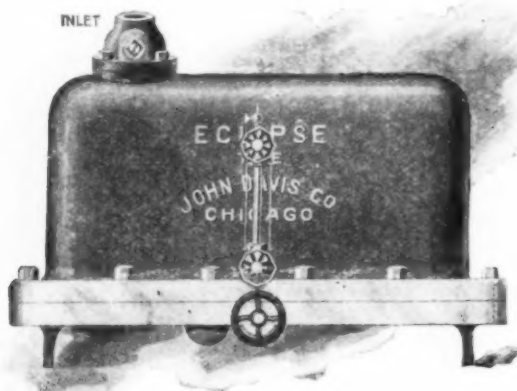
MECHANICAL.

Eclipse Steam Trap.

The accompanying illustration of the Eclipse Steam Trap is of interest to users of such a device. This trap, having a balance valve, is adapted for either high or low pressure. The float is attached to lever by a pin, allowing the float to raise as the water enters until it strikes the stop; then the lever is carried up, opening the valve. As soon as the water is discharged float drops back until it strikes

the numerous ocean steamships equipped with carbonic anhydride refrigeration spread the knowledge of the existence of such cooling plants. The use of machinery of such nature that a slight accident would drive the engineers from the machinery room is not permissible aboard ship. The carbonic anhydride machine is claimed to be slightly more economical and very much more compact than any other, and thus offers to the user on land as well as sea advantages in mechanical refrigeration not otherwise obtainable.

The Cochran Co. of Lorain, Ohio, states

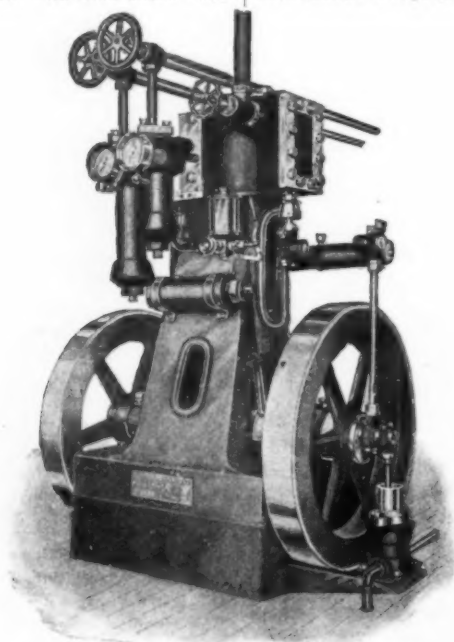


ECLIPSE STEAM TRAP.

the lower stop, when it carries the lever down, closing the valve, thereby making it an intermittent trap, and the only balance trap that does not have a continuous flow, so the maker claims. If it is desired to make a continuous-flow trap it can be done by fastening the float. The trap is also provided with a wheel and lever to blow off trap. The strainer attachment prevents any scales or sediment entering the trap. The working part of the trap is attached to a platform, and cover is bolted onto same with Blue Blood Pack-

it is the only concern in America devoting itself exclusively to this type of machinery. Its patterns embody the latest features which careful study of the subject shows to be desirable. At the same time its machines have stood the test of active use for periods sufficient to discover and apply slight improvements where desirable. The machinery now offered is therefore fully tested and brought to a high state of perfection.

The accompanying illustration shows a steam-driven refrigerating compressor of



STEAM-DRIVEN REFRIGERATING COMPRESSOR.

ing for a gasket. Should it be desired at any time to get at working parts of trap it can be readily done by disconnecting the supply pipe at union and taking off nuts, when the cover can be lifted off and parts got at without trouble. The John Davis Co., 51 Michigan street, Chicago, makes this trap.

Improved Refrigerating Machinery.

It is stated that refrigerating machinery free from suffocating gases and obnoxious smells has been until lately unknown in the United States, except as

the style furnished to small plants of one to six tons daily capacity. The frame and bedplate are cast in one piece of a form affording great strength and rigidity, so that no foundation is necessary other than enough to support the weight. The machine is provided with adjustable bearings throughout, lined with genuine babbit. It has a full complement of oil cups, separators, stop-valves and the like.

Condensers and refrigerating coils for brine or direct expansion are of entirely new designs, offering many advantages. Complete plants as small as one-quarter

ton refrigerating capacity, suited for belt driving from motor or shaft, are regularly manufactured by the Cochran Co., whose field extends equally towards refrigerating and ice-making plants of 100 tons capacity and upwards.

With a view to developing to the fullest possible extent the adaptability of carbonic anhydride (or carbonic-acid gas) to use by unskilled mechanics, because of its odorless and harmless nature, all these machines are carefully planned and constructed so as to require the minimum of attention during their operation. This is accomplished by the use of safety valves to prevent accidents and by a thorough equipment of lubricating devices, so that one of these carbonic anhydride refrigerating plants can be run practically unattended for hours together, occupying only a small space and consuming but a minimum of power, without noise, odor or danger.

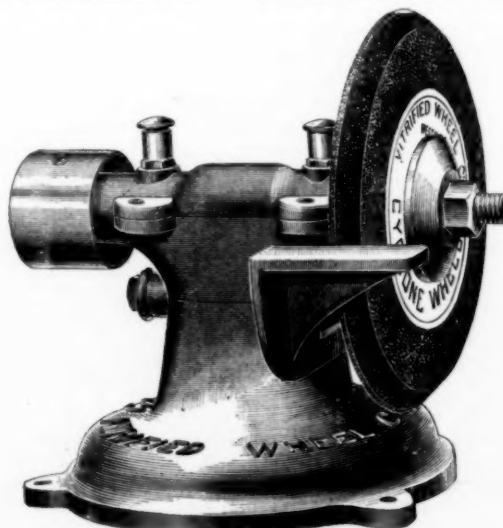
For the user of but a small amount of ice, such a refrigerating machine, with its result of clean, dry refrigeration, is as good an investment of surplus earnings as can be had, and will certainly bring good return on a very moderate investment.

Graduated Automatic Reducing Valve.

Readers will recall the descriptive article on this page in our issue of May 9, referring to the graduated automatic reducing valve made by the Automatic Reducing Valve Co. of 125 La Salle street, Chicago. At the time the valve was first put on the market it was intended largely for brewers, bottlers and similar operators, but it is now completed for use with all pressures of steam on power plants and ready for the market. As a steam-reducing valve the device as manufactured is of such direct value as to please the most exacting users.

The Handy Grinder.

This machine can well be called the Handy Grinder, as it will carry a wheel suitable for any kind of light grinding, takes up but little room, and is inexpensive. This machine weighs nearly twice as much as any grinder on the market for the same money, and the same exactness is used in the manufacture of this machine as in more expensive ones.



THE HANDY GRINDER.

The pulley on machine is eight inches from wheel, so that it gives a long sweep on both sides without interfering with the belt.

The bearings are babbitted, and are eight inches in length.

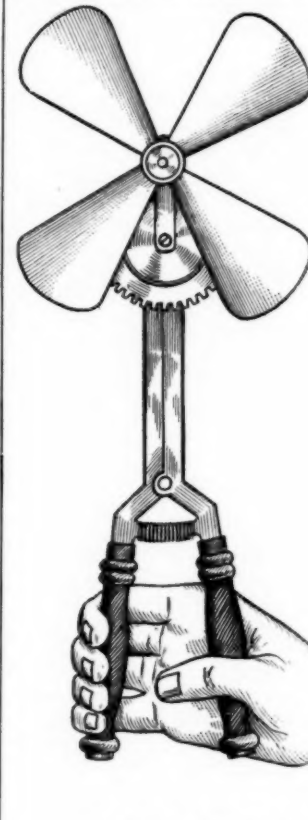
The grinder weighs thirty-four pounds, has adjustable slide rest and self-feeding oil cups, and will carry a wheel of any diameter up to ten inches, and of any

thickness up to one and one-quarter inches.

It is especially adapted for saw-mill use and woodworking establishments, and if a few of these grinders are scattered about the machine shops their usefulness is soon recognized. The Vitrified Wheel Co., Westfield, Mass., makes this grinder.

The Cold-Wave Fan.

We illustrate an up-to-date fan for up-to-date people. It weighs five and one-



THE COLD-WAVE FAN.

half ounces, and is made of highest grade steel and brass; is handsomely nickel-plated, and is packed in a cardboard box suitable for mailing.

The blades are adjustable, and the whole fan can be carried in the pocket without inconvenience. The fan is operated by opening and closing the hand in

the same manner as one would use an ordinary curling iron.

The blades revolve at a speed of 4000 revolutions per minute, and will throw a strong current of air as far as an electric fan of the same size.

It is manufactured by the Frantz-Gage Manufacturing Co., 85 Fifth avenue, Chicago, Ill., maker of metal specialties.

CONSTRUCTION DEPARTMENT.

THE MANUFACTURERS' RECORD seeks to verify every item reported in its Construction Department by a full investigation and complete correspondence with everyone interested. But it is often impossible to do this before the item must be printed, or else lose its value as news. In such cases the statements are always made as "rumored" or "reported," and not as positive items of news. If our readers will note these points they will see the necessity of the discrimination, and they will avoid accepting as a certainty matters that we explicitly state are "reports" or "rumors" only. We are always glad to have our attention called to any errors that may occur.

*Means machinery, proposals or supplies are wanted, particulars of which will be found under head of "Machinery Wanted."

In correspondence relating to matters reported in this paper, it will be of advantage to all concerned if it is stated that the information was gained from the Manufacturers' Record.

It often occurs that the organization of a new company in a town is not known by the postmaster, and hence letters addressed to the company are returned marked "not known." The Manufacturers' Record reports the first organization of all companies, and our readers, in seeking to get into communication with them, should be very careful in deciding how to address them, and it is often advisable to add the names of one or more incorporators as an aid to the postmaster in delivering mail.

ALABAMA.

Alabama—Saw-mill.—Ensign Lumber Co. of Birmingham, N. Y., contemplates erecting in Alabama a saw-mill of 40,000 to 50,000 feet capacity daily, dry-kiln of 80,000 to 90,000 feet capacity in twenty-four hours, planing mill of 40,000 to 50,000 feet capacity per day. Contracts for machinery not yet placed.*

Anniston—Brick Works.—Scarborough, Gardner & Emory are equipping plant for manufacture of fire-bricks; clay mines at site.

Birmingham—Gas Plant.—Caldwell Bradshaw, E. N. Cullom and C. R. Brodix have applied for franchise for construction and operation of gas plant in Birmingham. If granted, parties will organize the Consolidated By-Product Gas Co.

Birmingham—Electric Plant.—Metropolitan Rapid Transit Railway, Light & Power Co. will build an electric-power plant. E. F. Enslen is treasurer.

Columbian—Cannery.—A company will be organized to establish cannery; capital \$10,000. Names of interested parties later.

Decatur—Sewerage System.—The city council has received from Mr. McCalla, engineer, plans and specifications for the proposed sewerage system; about \$24,000 will be the cost; Waring system will be followed. Address "The Mayor."

Edwardsville—Gold Mines.—Anniston (Ala.) Gold Mining Co. has purchased 320 acres of gold-bearing land at Edwardsville, and will develop same.

Ensley—Cooperage.—Kennedy Stave & Cooperage Co. has been incorporated, with capital stock of \$50,000, by John B. Kennedy of Jonesboro, Ark.; C. M. Kennedy of Hollow Rock, Tenn., and W. M. Kennedy of Wynne, Ark., for the establishment of a cooperage at Ensley.

Florence—Fertilizer Factory.—Tennessee Valley Fertilizer Co. will erect additional building and install new machinery for increasing its capacity one-third.

Florence—Water-power.—It is reported that F. M. Perry will construct a dam to develop water-power.

Florence—Wagon Works.—Florence Wagon Works has commenced erection of new dry-house.

Jackson—Oil Wells.—J. D. Hand of Dolive will drill for oil near Jackson; has leased lands.

Mobile—Brewery.—McLean & Hudson have contract at \$41,290 for erection of buildings for Bienville Brewery.

Mobile—Oil and Mineral Lands.—Mobile Development Co. has been incorporated, with capital stock of \$50,000, for dealing in and developing oil and mineral lands, constructing pipe lines, etc., by A. S. Lyons, C. W. Stanton and Henry Tacon.

Mobile—Basket Factory.—Chartered: Mobile Basket Co., with capital stock of \$12,000, by C. C. Meechen, J. J. Bartee and W. T. Rufer.

Montgomery—Road Improvements.—E. S. Carter has contract for graveling eleven miles of county road. Contract calls for 23,000 cubic yards of gravel.

Piedmont—Knitting Mill.—A knitting mill will be established. Names of interested parties not known yet.

Sheffield—Brick Works.—A company has been organized, with R. H. Wilhoite, president, and R. J. Thurmond, secretary and treasurer, for the manufacture of common and pressed bricks.

Talladega—Flour Mill.—Talladega Mercantile Co. will rebuild its roller flour mill, recently burned.

ARKANSAS.

Fort Smith—Bridge.—The Commercial League is arranging to build a pontoon bridge across the Arkansas river.

Fort Smith—Shoe Factory.—Fort Smith Shoe Manufacturing Co., reported recently as organized for manufacture of shoes, will have capacity of 800 pairs per day. David Speer is president.

Fort Smith—Cotton Mill.—A \$100,000 company is being organized for establishment of a 5000-spindle cotton mill. Names of interested parties will be announced later.

Fort Smith—Land Company.—Sebastian Land Co. has been organized by Harry E. Kelley, Wharton Carnall and C. W. L. Armour.

Hamburg—Saw-mills.—Cossett Lumber Co. will build saw-mills, as reported lately. Two saw-mills, double-cutting bands, and two planing mills of twelve machines each will be equipped; also eleven 100-foot steam dry-houses; E. W. Gates of Fordyce, secretary.

Harrison—Mining.—Incorporated: Elxir Mining Co., capital stock \$50,000, with D. McConneley, president; J. C. Murray and A. L. Quisenberry, directors.

Jonesboro—Brick and Tile Works.—Citizens' Brick & Tiling Co., lately reported incorporated, has placed contracts for complete equipment.

Lonoke—Brick Works.—Incorporated: Lonoke Brick & Manufacturing Co., capital \$50,000, and T. M. Fletcher, president; Chas. G. Miller, vice-president; John M. Davis, secretary and treasurer.

Paragould—Oil Wells.—Chartered: St. Francis Valley Oil, Gas & Mineral Co., capital stock \$1,000,000, with Eli Meiser, president; M. F. Collier, treasurer, and N. C. Hume, secretary.

FLORIDA.

Jacksonville—Engineering Works.—Merrill Stevens Engineering Co. will rebuild the portions of its engineering plant (for wharves, boats, etc.) destroyed by the recent fire.

Jacksonville—Iron Works.—T. Murphy Iron Works will rebuild the portions of its plant destroyed by the recent fire; loss was \$40,000.

Kissimmee—Electric-light Plant.—City will issue bonds for erection of its electric-light plant lately reported; election resulted affirmatively. Address "Town Clerk."

Pensacola—Mercantile.—Chartered: Heinberg Bros. & Co., with capital stock of \$30,000, by Max J. Heinberg and others.

Tallahassee—Canal.—A bill has been introduced in the legislature to incorporate the Florida Ship Canal Co. for constructing a canal across the peninsula of Florida to connect Atlantic ocean with Gulf of Mexico. Among the incorporators are F. A. Hendry, George W. Wilson, John E. Hartridge and John E. King; capital stock \$100,000,000.

Titusville.—The Palmetto Co., at a meeting to be held May 28, will consider increase of capital stock to \$10,000,000 for the purpose of taking over the Florida Extract Co. at Titusville; purchase of saw-mill at Astor and

16,000 acres of land, including that upon which its factory is located; purchase of an existing plant in Philadelphia for manufacture of by-products, and the purchase of new machinery and extract boilers for the Astor and Titusville works, assuring an output of not less than 500 barrels of tanning extract per week.

GEORGIA.

Albany—Electric-light Plant and Water-works.—The city will hold an election June 9 to determine the issuance of \$25,000 of bonds for improvement and construction of the water-works and electric-lighting plants. Address "The Mayor."

Albany—Water-works.—The city will hold an election to vote on issuing \$20,000 bonds for construction of the water-works lately noted as contemplated; S. B. Brown, mayor.

Americus—Cotton Compress.—Cook Bros. have contracted for establishment of a round-bale cotton compress.

Atlanta—Paper Company.—R. N. Fickett Paper Co. has reorganized, with R. N. Fickett, president; John B. Richards, vice-president; R. N. Fickett, Jr., secretary, and John B. Richards, Jr., treasurer. Capital has been increased from \$50,000 to \$100,000 and additional machinery installed, including printing presses, etc. Company manufactures paper and bags, and prints all kinds of roll and sheet paper.

Augusta—Cotton Mill.—Globe Cotton Mills, lately burned, will rebuild, probably on a larger scale; old plant had 1728 spindles.

Augusta—Fuel, etc., Company.—T. C. Crawford, C. A. Bland, W. E. Latimer and others have incorporated the Georgia Fuel & Supply Co., with capital stock of \$5000, for dealing in coal, wood, cement, etc.

Bainbridge—Factories, etc.—J. W. Callahan and J. F. Stone have incorporated the Bainbridge Manufacturing Co. to build and equip factories and mills of all kinds. Capital stock is \$25,000, with privilege of increasing to \$250,000.

Columbus—Dam, Elevator, Warehouse, etc.—City Mills Co. (operating flour mill) will contract for construction of a \$50,000 stone dam to replace its present wooden structure. After this improvement company will build new elevator and warehouse.

Dalton—Knitting Mill.—Dr. T. C. Smith and associates will erect a knitting mill.

Dublin—Steel Bridge.—Macon, Dublin & Savannah Railroad Co. will probably build steel bridge, either through span or draw; J. T. Wright, manager, Macon.

Lafayette—Flour Mill.—T. A. Jackson will build a 100-barrel flour mill, and has not awarded contract for machinery.

Lafayette—Knitting Mill.—A knitting mill will be established, as reported last week. Company has formed, with A. N. Steele, president, and W. H. Steele, secretary-treasurer.

Macon—Brick Works.—A brick factory with capital stock of \$50,000 will be established. Address J. N. Neel.*

McCord—Flour Mill.—McDonald & Parks will rebuild their flour mill, recently burned.

Monte—Lumber Mill.—Durden Lumber Co. will rebuild its mill. Machinery has been purchased.

Newnan—Fertilizer Plant.—Virginia-Carolina Chemical Co., principal office Richmond, Va., has contracted for an addition 100x60 feet to its fertilizer factory at Newnan. Addition is also being made to acid chambers.

Rock Creek (not a postoffice)—Mineral-land Developments.—It is reported that A. P. Silva of Chicago, Ill., and associates have purchased 1000 acres of mica, corundum and iron lands in Fannin and other counties, and will develop.

Rome—Overall, etc., Factory.—A company will be organized, with capital stock of \$3000, and privilege of increasing to \$25,000, for the manufacture of overalls, pants, etc.; will operate on co-operative plan.

Rome—Cotton Gins, etc.—Incorporated: Rome Cotton & Trading Co., capital \$10,000, to deal in and gin cotton, bale cotton, etc., by Samuel Funkhouser, John J. Seay and J. N. King.

Savannah—Marine Railway.—John Rourke & Son, iron and brass founders and machinists, are constructing a marine railway in connection with their works.

Savannah—Drug Company.—Lawrence Lippman, James Lippman and Lewis Lipp-

man have incorporated the Lippman Drug Co., with capital stock of \$50,000.

Sparta—Cannery.—A \$10,000 stock company has organized to build cannery; John D. Walker, president; Thos. H. Little, treasurer, and Wm. M. Rowland of Atlanta, secretary.

KENTUCKY.

Harlan—Coal and Timber Lands.—It is rumored that New England capitalists have purchased for development 15,000 acres of Harlan county coal and timber lands. Possibly T. H. Howard can give information.

Henderson—Tobacco Factory.—Gallaher, Limited, will rebuild their tobacco factory lately burned, new plant to be on larger scale.

Lexington—Dam.—Lexington Water Co. has received bids for constructing a new dam for reservoir to cover about seventy acres; Alex. Pearson, president.

Lexington—Brick Plant.—Portsmouth Fire-Brick Co. of Portsmouth, Ohio, reported during the week as contemplating establishing a branch plant at Lexington, states that the report is an error.

Louisville—Oil Wells.—T. J. Landrum, J. S. Escott, Dana Flannagan, J. W. Gaulbert and others have organized the Sun Oil & Gas Co. to develop oil fields.

Louisville—Distillery.—Chartered: Glenmore Distillery Co., with capital stock of \$100,000, by James Thompson, Frank P. Sheehan, James P. Balger and others.

Paducah—Publishing.—Chartered: Paducah Daily Democrat, capital \$30,000, by Urey Woodson, J. C. Utterbach, Jos. L. Firedman and others.

Paris—Cigar Factory.—Geo. P. Altmeyer of Taylorsville, Ill., will establish a cigar factory in Paris.

Richland—Coal Mining and Coke Manufacturing.—Richland Coal & Coke Co. has been incorporated, with capital stock of \$100,000, and taken options on 10,000 acres of coal lands, which it is proposed to develop. J. G. Morton and Gordon & Gordon of Madisonville are interested.

Sunnybrook—Oil Wells.—Kentucky Union Oil Co. has been organized, with capital stock of \$250,000, to drill for oil.

LOUISIANA.

Franklin—Oil Wells.—T'Chetmachas Oil Co., for drilling oil wells, has been organized, with A. A. Bonvillian, president, and F. P. Perret, secretary.

Gueydan—Oil Wells.—Gueydan Oil Co. has been organized, capital stock \$50,000, to drill for oil; J. B. Foley, president, and Henry L. Gueydan, secretary.

Jennings—Rice Mill.—W. W. Duson of Crowley and associates have purchased the Louisiana Rice Mills, will increase capital \$20,000 and make improvement.

Jennings—Oil Wells.—D. E. Sweet, C. L. Pardee, U. S. Phillips and others have incorporated the Prairie Oil Co., with capital stock of \$100,000.

Lincecum—Saw-mill.—Central Lumber Co., F. F. Rogers, president, contemplates rebuilding its saw-mill recently burned; capacity 75,000 feet.*

New Iberia—Oil Wells.—Organized: New Iberia Oil & Drilling Co., capital stock \$50,000, by John A. Gebert, Leopold Levy and others.

New Orleans—Oil and Mineral Land Development.—Excelsior Oil & Sulphur Mining Co. has been incorporated, with capital stock of \$100,000, for the development of oil, gas and mineral lands. Jackson Bokenfohr is president; S. Sigari, vice-president; Thos. J. Clark, secretary, and George B. Boh, treasurer.

New Orleans—Oil Wells.—Oil Pond Co., capital stock \$100,000, has been organized with W. G. Turner, president, and G. M. McMurdo, secretary.

Rayne—Oil Wells.—Isaac Levy, Samuel Pfeiffer, Henry Kahn of New Orleans and Dr. R. C. Webb of Rayne have purchased 3000 acres of land near Rayne and organized the White Sulphur Oil & Mineral Co. to sink oil wells.

Shreveport—Water-works.—It is said that the city council has adopted a plan for improving quality of the water. Address "The Mayor."

Thibodaux—Electric Plant.—A proposed railway company includes in its plans the

erection of an electric-power plant of at least 10,000 horse-power to supply sugar and rice industries. When definite arrangements are made L. H. Lancaster can give information.

Washington—Hardwood Mill.—Hosham & McDonald Bros. will build a hardwood mill, site for which has been bought.

MARYLAND.

Baltimore—Bottle-cap Factory.—Imperial Bottling Cap Co. has been incorporated, with capital stock of \$1,000,000, to manufacture caps for bottles, etc.

Baltimore.—Chartered: Atlantic Wireless Telegraph & Telephone Co., with capital stock of \$5,000,000, by Richard P. Simpson, Robert E. Lee Cunningham, Harry B. Cook, Millard F. Taylor and others.

Baltimore—Improvement Company.—East Catonsville Improvement Co. has been incorporated, with capital of \$500, by Robert W. Owens, Clarence G. Carman, Chas. B. Nelcamp and others.

Baltimore.—James E. Ingram has purchased land which he will improve as a suburban village, erecting 150 dwellings and making other developments.

Baltimore—Chemical Works.—Chartered: Lightau Chemical Co., with capital stock of \$500, by Ernest Daugherty, Chas. H. Light-hiser and others.

Baltimore—Dock, Machine Shop, etc.—William E. Woodall & Co. contemplate in their plan for improvements the construction of a large floating dry-dock and construction of machine shop, etc.

Berwyn—Ice Plant.—A company has been formed, with H. A. Barrows, president; J. C. Brelsford, vice-president, and J. Fred Keefauver, secretary, for establishment of five-ton ice plant.

Cumberland—Brewery.—German Brewing Co. will erect a brewery; C. W. Hinze, secretary. (See "Building Note.")

Cumberland—Dye Works.—Thomas Footer & Son's addition to dye works, noted last week, will include three or four-story addition 50x60 feet. New equipment will be added.

Cumberland—Power-house.—A power-house to cost \$80,000 will be built for proposed road from Cumberland to Lonaconing. Address Penn State Construction Co., Joseph MacCarroll, president, 735 Drexel Building, Philadelphia, Pa.

Rockville—Electric-light and Water Works.—The city will rebuild its water-works, and probably its electric-light plant, recently burned. Address "Town Clerk."

Washington, D. C.—Coliseum.—Chartered: The Coliseum Co., capital \$10,000, with Thos. C. Noyes, president.

Washington, D. C.—Mercantile.—Chartered: National Grocery Co., with capital stock of \$100,000, by James V. Hall (president) and others.

MISSISSIPPI.

Biloxi—Electric-power Plant.—New street-railway company, in which John Carraway is interested, will erect electric plant for power.

Centerville—Cotton Delintery.—Centerville Oil Mills have contracted for a complete delinting plant.

Ellisville—Lumber Mills.—Ellisville Lumber Co., reported incorporated lately, manufactures lumber. N. M. Parker is proprietor and Mulford Parker, manager.

Fayette—Water-works.—The city contemplates issuing \$10,000 bonds for construction of water-works. Address "Town Clerk."

Greenville—Cotton Compress.—People's Compress Co. is name of company lately noted being organized with \$100,000 capital to erect cotton compress; also will erect warehouse. (See "Building Note.")

Gulfport—Land Company.—Chartered: Standard Land Co., with capital stock of \$500, and privilege of increasing to \$10,000.

Hattiesburg—Water-works.—City's election, lately mentioned, to vote on water-works bonds will be held June 4; \$30,000 is amount contemplated; A. Fairley, city clerk.

Itta Bena—Cotton Gin.—J. L. Haley will rebuild his burned cotton gin; machinery nearly all bought.*

Meridian—Oil Wells.—C. W. Robinson, E. Cahn and others will organize a \$50,000 company to drill for oil.

Williamsburg—Lumber Company.—May-Easterling Lumber Co. has been incorporated, with capital stock of \$25,000.

Winona—Woodworking Factory.—St. Louis (Mo.) parties contemplate locating at Winona a factory for hubs, handles, etc.

MISSOURI.

Advance—Flour Mill.—George E. Butts of Zalma, Mo.; B. H. Ballinger and L. Green of Advance will build a 40 to 50-barrel flour mill.*

Craig—Telephone System.—Incorporated: Craig Telephone Co., capital \$1000, by F. K. Allen, E. J. Kellogg, W. S. Thompson and others.

Holden—Electric-light Plant, etc.—McMillan & Simpson have been granted franchise for an electric-light and heating plant.

Independence.—The town has voted the issuance of \$30,000 of bonds for a municipal plant; H. H. Pendleton, city engineer.

Joplin—Stone Company.—Incorporated: Joplin-Elk River Stone Co., capital stock \$20,000, by B. M. Stevens, J. W. Freeman, A. F. Donnan and others.

Kansas City—Bridge.—Union Depot, Bridge & Terminal Co. has completed plans for proposed bridge to be constructed across Missouri river on stone piers now standing, and probably several million dollars will be expended in connection with terminals, depots, etc. Frank D. Moore is chief engineer for company. Theodore C. Bates of Boston is interested.

Kansas City—Manufacturing.—Incorporated: Kansas City Manufacturing & Supply Co., capital \$10,000, by J. C. Murphy, T. K. Webster and Louis H. Webster.

Kansas City—Manufacturing.—Incorporated: A. O. Bettes Manufacturing Co., capital \$30,000, by Albert O. Bettes, J. M. Clark, H. L. Bettes and Lily Bettes.

St. Louis—Boiler Works, etc.—Stuart Boiler Co. has organized, with capital stock of \$60,000, for manufacture of boilers, tanks, cupolas for melting brass, etc. Main building will be 160x300 feet. S. T. Blyer is president; M. Judd, vice-president and treasurer, and N. B. Stuart, secretary.

St. Louis—Paper-cutter Company.—Chartered: United States Paper Cutter Co., capital stock \$25,000, by John J. Kirk of Piqua, Ohio; Albert T. Flint of St. Louis and Horace S. Gordon of Dayton, Ohio.

St. Louis—Railway-supplies Works, etc.—Handlan-Buck Manufacturing Co., lately reported incorporated, will conduct business formerly operated by M. M. Buck Manufacturing Co.; new company will continue the general railway-supply business, including the manufacture of copper, brass and tin wares, as well as track tools and other devices especially designed for railway service; E. W. Handlan, president.

Sweet Springs—Mining.—Incorporated: Sweet Springs Mining & Prospecting Co., capital stock \$3420, by H. Renken, J. J. Smith, J. A. Weber and others.

West Plains—Oxide Plant.—Allee Mining Co. of Joplin contemplates erecting an oxide plant at West Plains. Equipment will include a 60-horse-power boiler, 40-horse-power engine, 15-inch crusher, blower and set of 18-inch rolls.

NORTH CAROLINA.

Asheville—Ice Manufacturing.—Incorporated: Ice Delivery Co., to manufacture ice, by C. R. Whitaker of Biltmore, L. W. and George Sims of Atlanta, Ga. The capital is \$5000.

Elizabeth City—Barrel Factory.—Barrel, box and crate factory has been established in the Lathrop building with capacity of from 700 to 1000 barrels per day. J. L. Strahl is manager. Joseph, Tarnut & Norton of Detroit, Mich., are proprietors.

Enfield—Stemmy.—Prichard & Winstead of Goldsboro will establish a tobacco stemmy at Enfield.

Fayetteville—Depot and Car Sheds.—Wilmington & Fayetteville Steamboat Co. will build depot and car sheds.

Goldsboro—Tobacco Stemmy.—Prichard & Winstead are doubling their stemmy, erecting an addition 40x100 feet, four stories high, and installing new machinery and the truck system for drying and ordering.

Greensboro—Telephone System.—Southern Bell Telephone Co., W. T. Gentry, general manager, will build at once toll line from Greensboro to Raleigh.

Hamlet—Palmetto Manufacturing.—Incorporated: Palmetto Manufacturing Co., capital stock \$25,000, for manufacturing liquors, cotton goods, etc., by John M. Smith of Rockingham, James M. Dockery of Hamlet and John P. Cameron of Rockingham.

Kinston—Stemmy.—C. R. Dodson & Co. of Danville, Va., will establish tobacco stemmy at Kinston, equipped with automatic dryer, cooling and ordering machine, power prize screws, etc.

Medoe—Ginney and Oil Mill.—Fishing Creek Milling, Ginney & Oil Co. has been

organized, with capital stock of \$10,000, for the establishment of a ginney and oil mill.

Monroe—Bridge.—George E. King Co. of Des Moines, Iowa, has contract at \$2785 for construction of an iron bridge across Richardson creek.

Morganton—Mercantile.—Chartered: Burke Grocery Co., capital \$500, by Isaac Lazarus, Nathan Lazarus and Simon May.

Smithfield—Buggy Factory, etc.—Holt Hardware & Buggy Co. has been organized, with \$20,000 capital, and E. J. Holt, president; Thos. R. Crocker, secretary-treasurer; will sell hardware and manufacture buggies.

Whitakers—Coffin Factory.—Hearne Bros. & Co., reported recently as incorporated for the manufacture of coffins, etc., have completed plant and will begin operations at once.

SOUTH CAROLINA.

Charleston—Manufacturing.—Simmons-Evans Manufacturing Co. has increased capital stock from \$30,000 to \$50,000.

Charleston.—Chartered: Charleston Electrical Printing & Lithographing Co., with capital of \$10,000, by Ralph McLendon, Julius J. Wescoat and C. B. Northrup.

Columbia—Drug Company.—Geer Drug Co. has purchased the drug property of H. Baer, and will organize large company, increasing capital stock to \$100,000. Arthur Lynah will be president.

Greenville—Manufacturing Plant.—W. D. Howe is the Cortlandt (N. Y.) party reported recently as investigating with a view to establishing a manufactory in Greenville.

Mullins—Saw-mill.—Bransford & Smith are increasing capacity of saw-mill, and will install additional power.*

Newberry—Cotton Mill.—E. B. Wilbur's proposed mill company, lately noted, is being organized to have \$200,000 capital and erect a 10,000-spindle plant. Those interested include, besides Mr. Wilbur, James McIntosh, M. A. Carlisle, F. N. Martin and C. C. Davis.

North Augusta—Lumber Company.—Incorporated: Youngblood Lumber Co., capital stock \$20,000, with R. M. Youngblood, president; R. H. Youngblood, vice-president, and W. R. Youngblood, secretary and treasurer.

Walhalla—Water-works and Electric Plant. J. W. Shelor has been granted franchise for construction of a system of water-works. An electric-light plant may also be erected.

TENNESSEE.

Chattanooga—Soap Factory.—Szepto Manufacturing Co. will establish a soap factory.

Chattanooga—Rolling Mill.—A stock company is being organized to build a bar-iron mill. Chamber of Commerce is furthering the project.

Chattanooga—Machine Shops.—Lane Lyle will build a machine shop.

Chattanooga—Machinery Works.—Chattanooga Machinery Co. will enlarge its plant, erecting an addition and installing more machinery.

Crossville—Saw-mill, etc.—Wm. Smith and John Gabriel of Middleburg, Ind., and Alfred Moore of Columbia City, Ind., will erect saw-mill near Crossville for cutting timber on 3000 acres of land, and will later on erect a plant for manufacturing wagon timber.

Dyersburg—Electric-light Plant, Water-works, etc.—The city will vote on the issuance of \$50,000 of bonds for the purpose of municipal ownership of the electric-light plant and water-works, and for extending its school system. Address "The Mayor."

Ewell's Station (P. O. at Spring Hill)—Corn and Flour Mills.—Chartered: Ewell Mills, with capital stock of \$10,000, by Walter Bailey, George Campbell Brown, W. B. Farman and others. Building has been completed, and both corn and flouring machinery has been ordered.

Herbert—Coal Mines.—Joseph J. Kittel, lately reported to develop 10,000 acres of coal land near Herbert, is of Third avenue and Fifty-seventh street, New York city, and has engaged Edward V. d'Inville of Philadelphia, Pa., mining engineer, to investigate the property; development depends upon freight arrangements with certain railroads.

Humboldt—Flour Mill.—J. D. Keaton of Trezevant is interested in the establishment of a 125-barrel flour mill at Humboldt.

Knoxville—Telephone System.—Hiwassee Telephone & Electric Co. has about 150 miles of country road covered by wires, and prospect of extension is good.

Memphis—Manufacturing Chemists.—Organized: W. De Arnold & Co., manufacturing chemists, with W. De Arnold, president and general manager; James A. Hudson, secretary; J. W. McCarty, treasurer.

Monterey—Coal Mines.—Crawford Coal & Iron Co. is opening new coal mines.

TEXAS.

Amelia—Oil Wells.—Chartered: Stockholders' Oil Co., with capital stock of \$100,000, by L. J. Shelby, R. H. Gardner, L. B. Burch and others.

Beaumont—Oil Wells.—J. M. Guffey and James H. Read of Pittsburg, Pa.; A. F. Lucas, Robert A. Greer, Percy Weiss, all of Beaumont, and others have incorporated the J. M. Guffey Petroleum Co., with capital stock of \$15,000,000, of which \$12,000,000 has been subscribed, and privilege of increasing to \$200,000,000. It is the purpose to absorb the interests and holdings of the J. M. Guffey Co., which embraces, in addition to extensive oil holdings, six producing wells, including the Lucas gusher; in addition, company has title to 1,000,000 acres of land, all of which, with exception of 100,000 acres, is located in Texas. Company has organized with J. M. Guffey, president; J. C. McDowell, vice-president and general manager; Andrew W. Mullen, treasurer, and George D. Prentice, secretary.

Beaumont—Oil Wells.—Chartered: Ideal Oil & Refining Co., capital stock \$500,000, by D. Mille of Santa Anna, Cal.; J. A. Pterle, C. L. Hanson of Beaumont, A. L. Sweeney of New York and others.

Beaumont—Oil Wells.—Chartered: Crown Oil Co., capital stock \$500,000, by A. Kime of Mason City, Iowa; L. E. Sheldon of Beaumont; F. Siebold of Danbury, Iowa; J. D. Hendrickson of Kansas City, Mo.; E. E. Secor of Buffalo Center, Iowa, and W. M. Secor of Forest City, Iowa.

Beaumont—Oil Wells.—Chartered: Noyes Oil Co., capital stock \$1,000,000, by F. A. Ross of Superior, Wis.; C. E. Shannon of Duluth, Wis.; F. A. Hyatt and P. F. Hyatt of Beaumont.

Beaumont—Oil Wells.—Chartered: Merchants & Mechanics' Oil Co., capital stock \$250,000, by A. Teah of Palestine, J. D. Denny of Elkhart, H. S. Spangler of Beaumont and others.

Beaumont—Oil Wells.—Chartered: El Vista Oil Co., with capital of \$10,000, by C. B. De Witt, A. Livingston of Texarkana and H. E. Wallace of Beaumont.

Beaumont—Oil Wells.—Chartered: Atlantic Oil Co., with capital stock of \$75,000, by J. Weiss, W. J. Crawford, B. Duetzer and others.

Beaumont—Oil Wells.—Chartered: Excelsior Oil Co., with capital stock of \$250,000, by G. H. Lee, A. C. Torbert, J. W. Hopkins and others, all of Galveston.

Beaumont—Oil Wells.—Chartered: Palestine-Beaumont Oil & Development Co., with capital stock of \$500,000, by William Weiss, E. M. Weiss, J. L. Bird and others.

Beaumont—Cigar Company.—Chartered: American Cigar Co., with capital stock of \$10,000, by L. C. King, John Myrick and E. A. Dickerson.

Beaumont—Oil-fuel Plant.—H. B. Milligan, manager of Consumers' Ice Plant, is preparing to use oil as fuel.

Beaumont—Oil Pipe Line.—Lone Star & Crescent Oil Co. contemplates constructing a pipe line from its well at Beaumont to either Sabine Pass or Port Arthur. E. G. Schneider, New Orleans, La., is president.

Beaumont—Oil Wells.—Chartered: Tulane Oil Co., with capital stock of \$250,000, by Chas. Fowler, Aaron Blum of Galveston, T. S. Reed of Beaumont and others.

Beaumont—Oil Wells.—Chartered: Hefebower Oil Co., with capital stock of \$300,000, by W. B. Crossan and R. H. Adair of Beaumont and others.

Beaumont—Water-works.—Beaumont Water Co., recently reported chartered with \$300,000 capital, will construct works, the supply to be secured from creek of freestone water. Address care W. H. Pope, Iowa Building.

Beaumont—Oil Wells.—Chartered: Beaumont-Central Texas Oil Co., with capital stock of \$30,000, by H. H. Simpson of Hillsboro, C. F. Freeman of Dallas, H. G. Damon of Corsicana and others.

Beaumont—Oil Wells.—Chartered: Midland Oil Co., by W. R. J. Stratford, L. L. Emery and M. Emery, all of Beaumont; capital stock is \$500,000.

Beaumont—Oil Wells.—Chartered: Cerro Gordo Oil Co., with capital stock of \$500,000, by H. F. Pierce of Council Bluffs, Iowa; W. R. J. Stratford, M. M. Emery and others of Beaumont.

Beaumont—Oil Wells.—Chartered: Free-stone Oil & Development Co., with capital stock of \$500,000, by W. Y. Jackson, W. H. Hoagland of Chicago, L. Roy Lanham of Beaumont and others.

Beaumont—Oil Wells.—Lucas Oil Co., with capital stock of \$500,000, has been incorporated by J. V. and I. D. Polk, S. H. McGary, C. H. Bone and others.

Beaumont.—Chartered: Commercial Oil Co., with capital stock of \$300,000, by Herbert K. Lindsley, Harrison C. Taylor of Lyons, Kans.; Samuel A. Cooper of Beaumont and others.

Columbia—Oil Wells.—Columbia Crude Oil Co., with capital stock of \$150,000, by W. W. Kirby of Cripple Creek, P. O. Endt of Beaumont and others.

Comanche—Oil Wells.—Chartered: Texas & St. Louis Oil Co., with capital stock of \$200,000, by R. V. Neely, J. B. Chilton, F. M. Brown and others, all of Comanche.

Crandall—Cotton Gins.—Chartered: Crandall Gln & Cotton Co. of Crandall, Kaufman county; capital \$10,000; incorporated by F. C. Collier, E. R. Collier and J. A. Brooks, all of Dallas.

Crockett—Oil Wells.—Chartered: David Crockett Oil Mining Co., capital stock \$20,000, by J. C. Wooters, W. V. Berry, W. H. Denney and others.

Dallas—Mercantile.—Chartered: Rogers-Harris Co., capital stock \$50,000, by W. R. Harris, J. S. Bell, Dallas; A. J. Rogers, Frank McKnight, Arlington.

Dallas—Well-boring.—Chartered: Mayflower Well-Boring & Mining Co., with capital stock of \$15,000, by W. H. Woods, G. Lang and John Frost.

Dallas—Mercantile.—Chartered: S. A. Nance Co., with capital stock of \$10,000, by S. A. Nance and others.

Dallas—Oil Wells.—Tidewater Oil Co., with capital stock of \$300,000, has been incorporated by Henry Pollack, Fred G. Chance, Harry P. Lawther and others.

Dallas—Electrical Machinery Works.—Chartered: Sutton-Steele Electrical Mining & Milling Co., capital stock \$100,000, to manufacture tools, machines and implements for mining and milling; incorporators, H. M. Sutton, I. Jalonick, E. G. Steele and S. A. Leake.

Denison—Electric-light Plant.—Denison Light & Power Co. has applied for franchise to erect and operate electric-lighting plant.

Edna—Oil Wells.—A company has organized with L. Ward, president, and J. M. Lee, secretary, to drill for oil.

El Campo—Oil Wells.—El Campo Oil Co., with capital stock of \$50,000, has been chartered by J. B. Holloway, Mack Webb, W. J. Heffner and others.

El Paso—Oil Wells.—Chartered: El Paso & Pecos Oil Co., with capital stock of \$500,000, by Richard Caples, W. W. Turney, C. R. Morehead and others.

El Paso—Oil Wells.—Organized: El Paso & New Mexican Oil Co., capital stock \$500,000, with J. A. Eddy, president; J. C. Anderson, secretary, and S. H. Sutherland, treasurer. Address care of A. P. Coles.

El Paso—Publishing.—Herald-News Co. will increase capital stock from \$20,000 to \$40,000.

Enloe—Oil Mill.—Delta County Cotton Oil Co. has organized, with \$40,000 capital, to erect 50-ton cottonseed-oil mill; J. B. Redus, president; S. P. Buckler, secretary and treasurer.

Forney—Cotton Gins.—Chartered: Forney Gln & Cotton Co., capital \$10,000, by F. C. Collier, E. R. Collier and J. A. Brooks, all of Dallas.

Fort Worth—Land Company.—Sycamore Land Co. has been incorporated, with capital stock of \$30,000, by T. S. Hawes, L. I. Homes and B. E. Keith.

Fort Worth—Oil Wells.—Chartered: Hub Oil & Development Co., by J. C. Harrison, F. A. Carter, D. M. Morgan and others; capital stock \$50,000.

Fort Worth—Oil Wells.—Chartered: The Fuel Oil Co., capital stock \$100,000, by T. N. Edgill, J. C. Harrison, J. A. Todd and others.

Fort Worth—Oil Wells.—Chartered: Zavalla Oil Co., capital stock \$500,000, by B. D. Tarlton, F. A. Carter of Fort Worth, W. C. Morrow of Hillsboro and others.

Galveston—Oil Wells.—Chartered: Galveston Standard Land & Oil Co., capital stock \$100,000, by E. D. Garratt, J. A. Stubbs, Geo. Doherty and others.

Galveston—Oil Wells.—Chartered: Sabine Oil & Mineral Co., capital stock \$500,000, by A. A. Easton, T. G. Croft, J. J. Davis, and others.

Galveston—Oil Wells.—Chartered: Volcano Oil Co., with capital stock of \$150,000, by I. M. Cline, R. H. Eustis, F. W. Fickett and others.

Galveston—Well-boring.—Chartered: Texas Well-Boring Co., with capital stock of \$35,000,

by C. S. Basham, J. R. Scott, J. F. W. Bunson and others.

Garland—Oil Mill.—Frank M. Weaver of Fort Worth and son contemplate erecting a cottonseed-oil mill at Garland, capacity to be eighty tons.

Glen Flora—Sugar and Syrup Mill.—C. H. Waterhouse will build a \$40,000 sugar and syrup mill; machinery about contracted for.

Henderson—Electric-light Plant.—A company has been organized to establish electric-light plant. Names of interested parties later.

Hico—Lumber Company.—Smith, Harris & Co., for dealing in lumber, has been chartered, with capital stock of \$30,000, by H. A. Smith, H. L. Harris and others.

High Island—Oil Wells.—Chartered: High Island Land & Oil Co., capital stock \$250,000, with A. Bornefeld, president; W. L. Moody, Jr., treasurer; Fred W. Catterall, secretary.

Honey Grove—Oil Wells.—Fannin Oil Co., with capital stock of \$100,000, by W. D. Wilkins, T. N. Cole, Albert Galbraith and others.

Honey Grove—Knitting Mill.—T. U. Cole contemplates arranging for the establishment of a hosiery mill.*

Houston—Oil Wells.—Chartered: Chambers County Oil Co., capital stock \$300,000, by Henry Bucher of St. Louis, Mo.; David R. Colburn of Chambers county, Texas; Benjamin F. Cameron of Liberty county, Texas; Sam A. Perryman of Harris county, Texas.

Houston—Oil Wells.—Chartered: Pan-American Oil Co., capital stock \$500,000, by Howard F. Smith, George E. Hart and others.

Houston—Oil Wells.—Old Soldiers' Oil Co. has been chartered, with capital stock of \$50,000, by C. B. Peck, G. A. Quinlan, O. C. Drew and others.

Houston—Oil Wells.—Chartered: Blue Ridge Oil & Development Co., with capital stock of \$400,000, by G. W. Beville, A. Breyer, J. M. Lee and others, all of Harris county.

Houston—Oil Wells.—Chartered: Old Glory Oil Co., with capital stock of \$500,000, by H. Prince, Edgar Watkins, F. C. Jones of Houston and others.

Houston—Rice Mill.—Report states that C. J. Allen of Portland, Ore., contemplates erecting a rice mill in Houston.

Houston—Road Improvements.—Harris county expects to ask bids soon on the construction and improvement of roads, for which improvements \$500,000 bonds was voted last November. Wm. Bradburn, county surveyor, has completed plans, and will furnish specifications to responsible contractors.

Houston—Oil Wells.—Chartered: Metropolitan Oil Co., capital stock \$150,000, by C. C. Pillot, Edward Watkins and others.

Hutchins—Cotton Gins.—Chartered: Hutchins Gln & Cotton Co., capital stock \$8000, by F. C. Collier, E. R. Collier and J. A. Brooks, all of Dallas.

Itasca—Oil Wells.—Chartered: Itasca Oil Land Investment Co., with capital stock of \$50,000, by J. M. Coffin, J. S. Richards, Ed Wilkinson and others.

Jefferson—Oil Wells.—Chartered: Jefferson & Cypress Bayou Oil Co., with capital stock of \$100,000, by J. M. De Ware, M. Rosenfield, W. S. Heywood and others.

Josserand—Lumber Mill.—Josserand Lumber Co. will rebuild its plant lately burned.

La Porte—Oil Wells.—Bay Shore Oil Co., with capital stock of \$50,000, has been incorporated by N. M. McNeill, W. Babbitt, R. W. Lomax and others.

Marfa—Marble Quarries.—Company reported lately as organizing for development of marble quarries has been incorporated as the Texas Oil & Marble Co.; headquarters at Corsicana. George T. Jester of Corsicana is president; M. D. Jordan of Marfa, vice-president; Dr. Clay Johnson of Corsicana, secretary and treasurer.*

Mineola—Cotton-oil Mill.—Greenville parties will establish a \$50,000 cottonseed-oil mill in Mineola.

Nixon—Cotton Gln.—F. Zedler is erecting a cotton gln.

Oak Cliff—Sewerage.—Oak Cliff Sewerage Co. has been granted franchise for construction of sewerage system.

Orange—Oil Wells.—Chartered: Citizens' Oil Co., with capital stock of \$50,000, by J. N. Olds, N. Burton, Sr., T. B. Smith, C. W. McFarland and others.

Orange—Oil Wells.—Chartered: Orange Oil & Prospecting Co., capital stock \$125,000, by P. B. Curry, Sr., B. C. Miller, H. D. Sells and others.

Palestine—Salt Mines.—Palestine Coal & Mining Co. will install a salt-mining and

preparing plant of 1000 tons capacity daily for developing salt deposits just discovered on its property.

Palestine—Oil Wells.—Noble Milling & Oil Co., with capital stock of \$50,000, has been incorporated by H. W. Ezell, L. Trice, L. Bowers and others.

Paris—Brick Company.—Incorporated: Carter Brick Co., capital stock \$50,000, by W. J. Carter, Albert Carter and E. T. Dodd.

San Angelo—Oil Wells.—Chartered: Mays-Beaumont Oil Co., capital stock \$200,000, by C. E. Mays, M. B. Pulliam, C. W. Hobbs and others.

San Antonio—Oil Wells.—Chartered: Hugo-West Oil Co., capital stock \$200,000, by M. Ulrich of St. Louis, Mo.; A. G. Hugo of Dille, Texas; W. E. West, J. A. Buckler of San Antonio.

San Antonio—Remedy Company.—Chartered: Anti-Phymin Remedy Co., with capital stock of \$60,000, by G. M. Adams and others.

San Antonio—Telephone Lines.—Commercial Telephone Co., reported incorporated with \$500,000 capital last week, has for its purpose the building of about 1100 miles of toll line, extending from Houston to San Antonio to Galveston to Orange to Dallas to Fort Worth; H. M. Audrey, president; Z. B. Campbell, vice-president, and C. H. Roser (of Austin), secretary. Address president at 31 Hicks Building.*

San Antonio—Pipe Line, etc.—Chartered: San Antonio-Kansas City Pipe Line Co., with capital stock of \$195,000, by Andrew Armstrong, Sr., T. A. Coleman, W. H. Jennings, T. S. Hutton and others.

San Antonio—Sewer-pipe Manufacturing.—Saspanco Sewer Pipe & Manufacturing Co. has increased capital stock from \$50,000 to \$70,000.

San Felipe—Oil Wells.—Company has organized, with F. A. Berner, president, and J. H. Naff, secretary, to drill for oil.

Sherman—Hames Factory.—Chartered: Sherman Hames Co., for the manufacture of hames and hame attachments, by D. A. Simons, W. P. Guinn, F. C. Edwards and others; capital stock \$10,000.

Sour Lake—Oil Wells.—Chartered: Sour Lake & Franco-American Petroleum Oil Co., with capital stock of \$100,000, by J. S. Rainery, J. M. Parker, C. E. Kells and others, all of New Orleans, La.

Sulphur Springs—Cotton-oil Mill.—Sulphur Springs Oil Co. will rebuild its cottonseed-oil mill, capacity to be sixty tons.*

Winnboro—Cotton-oil Mill.—Winnboro Cotton Oil Co., with capital stock of \$40,000, has been incorporated by R. G. Andrews, T. J. Gibson, J. B. Alvis and others.

VIRGINIA.

Berkley—Clothing Factory.—The company reported recently as being organized for manufacture of drawers, shirts, overalls, etc., has completed organization as the Le Roy Manufacturing Co., with G. W. Simpson, president; T. H. Synon, vice-president and treasurer; G. R. Le Roy, secretary and general manager, who may be addressed at South Norfolk; capital stock \$10,000.

Boykins—Box, etc., Factory.—Boykins Woodworking Co. has been incorporated to establish the box, etc., factory reported previously to be erected by George A. Smith of Norfolk. Company will also manufacture crates and barrels and operate saw and planing mills. Capital stock is \$20,000. H. K. Walcott of Norfolk is president; W. F. Deal of Emporia, vice-president; George A. Smith of Norfolk, general manager; principal office in Norfolk.

Chesconnessex—Fish-guano Factory.—William F. Barnes, Wesley Marsh, George Davis, George Spence and John Kofskey have organized the Chesapeake Fish Guano Co., and are establishing a factory.

Covington—Flour Mill.—McAllister & Bell will enlarge their flour mill by erection of addition to building and installation of new machinery; capacity will be about 100 barrels per day.*

Danville—Telephone System.—J. A. Helvin of Charlotte, N. C., contemplates constructing a telephone system in Danville.

East Lexington—Flour Mill.—Key & Furr have purchased an established flour mill, and will enlarge it from forty to seventy-five barrels capacity daily, expending over \$1000.

Hampton—Woodworking Factory.—Hampton Sash & Door Manufacturing Co. will rebuild its factory, recently burned; new building to be of brick, 95x100 feet, and containing about thirty woodworking machines; cost not estimated yet.*

Norfolk—Electric and Gas Plants, Water-works, etc.—Chartered: Atlantic Light & Water Co., capital stock \$25,000 to \$500,000, to

construct sewerage system, electric and gas-lighting plants, water-works, etc.; Thos. R. Heller, president; D. B. Saxton, vice-president, and H. D. Long, secretary, all of Philadelphia, Pa.

Richmond—Snuff Factory.—Independent Snuff Co. has been organized, with capital stock of \$20,000, for manufacture of snuff, with Pascol Davie, president; Langbourne M. Williams, secretary, and E. T. Crump, general manager; company purchased the Petersburg Snuff Mill, and will remove it to Richmond.

Richmond—Shipbuilding Plant.—Wm. R. Trigg Co. has amended charter with provision to increase capital from \$2,000,000 to \$3,000,000. The improvements recently announced will follow this action.

Richmond—Telephone System.—Bell Telephone Co. has obtained franchise for telephone system.

South Boston—Stemmy.—R. M. C. Glenn will build brick stemmy.

Staunton—Water-works.—It has been decided by popular vote to issue \$200,000 of bonds to secure a supply of water by the gravity system. Address "The Mayor."

Virginia City—Coal Mines.—Russell Creek Coal & Coke Co., reported last week under Wise as incorporated, has been operating for years and incorporated for mining and dealing in Russell Creek coal; company will expend \$20,000 in the further development of its property and in the purchase of new machinery, etc.; capacity will be increased from 225 to 1000 tons per day. Address company at 128 Broadway, New York city.

Woodstock—Coal Mines.—Coal has been discovered and will be developed on the property of R. F. Cerabill.

WEST VIRGINIA.

Adamston—Coal-mining Plant.—Perry Coal & Coke Co. has begun construction of its mining plant, tippie to have capacity for 2000 tons, etc.*

Charleston—Packet Company.—Chartered: Charleston & Gallipolis Packet Co., with capital stock of \$25,000, by Samuel L. Parsons of Mason county, G. H. Honshell of Huntington, J. N. Nash of Charleston and others.

Charleston—Coal Mines.—Chartered: Big Coal Development Co., capital stock \$100,000, by S. C. Rowland of Port Deposit, Md.; Roman Way of Williamsport, Pa.; A. A. Tattawall of Philadelphia and others.

Duhring—Coal and Coke Company.—Capital Coal & Coke Co. has been incorporated, with capital stock of \$100,000, by D. M. Taylor, T. T. Fishburne, E. W. Tinsley, J. P. Woods and others, all of Roanoke, Va.

Fairmont—Coal Mines and Coke Ovens.—Virginia & Pittsburg Coal & Coke Co. has completed bridge across the Monongahela river and installed improved machinery and equipments to increase its coal-mining and coke-making capacity; daily output will be from 2000 to 2500 tons of coal.

Mannington—Glass Factory.—Frank Ames of Sweeters, Ind., has organized a \$40,000 co-operative company for the establishment of a glass factory at Mannington.

Martinsburg—Bag-filling Machine.—Price Bag Filling Machine Co. has been organized to purchase bag-filling machine patents from Conion T. Price of Washington, D. C. Stuart W. Walker is president; Mary M. Brigham, secretary and treasurer, and J. H. Brigham, general manager.

Morgantown—Transportation.—Pittsburg, Brownsville, Geneva & Morgantown Packet Co. has purchased competing line of five boats owned by Mason Company, and will form a corporation with \$200,000 capital.

New Martinsville—Publishing.—Chartered: New Martinsville Publishing Co., with capital stock of \$5000, by Ed Dulaney and others.

New Martinsville—Development Company.—Ohio Valley Development Co. has been incorporated by J. Lee Harne, Frank W. Clark, H. R. Thompson, John W. Kaufman and others.

Piedmont—Coal Mine.—Thomas Moran of Westernport, Md., will develop coal mines.

Shinnston—Water-works and Paving.—The city will hold an election to determine the issuance of \$20,000 of bonds for water-works and street paving. Address "The Mayor."

Sistersville—Glass Works.—Sistersville Window Glass Co. has been incorporated, with capital stock of \$40,000, for establishment of window-glass factory lately reported. Incorporators are Peter B. Ames, Fred Reitz, Frank E. Cox, George I. Hull and others.

Welch—Coal and Coke.—Incorporated: Antler Coal & Coke Co., capital stock \$25,000, by J. W. Edwards, S. A. Daniel, W. C. Hall of Welch, W. C. Daniel of Keystone and J. R. Younce of Woolsey, Pa.

Welch—Coal Lands.—Incorporated: Pochontas Thin Vein Land Co., capital stock \$200,000, by Mark Packard, Buffalo, N. Y.; James A. Henry, E. S. Barntz and Edgar P. Rucker of Welch, and H. L. Daw of Roanoke, Va.

West Virginia—Coal Mines.—Chartered: Merchants' Coal Co., (principal office, Baltimore, Md.), capital stock \$600,000, by Thos. T. Boswell, George W. Atkinson, William S. Atkinson, Archibald H. Taylor and Edward P. Leech, Jr.

Wheeling—Medicine Factory.—G. W. Hill of Sistersville; A. H. Diebold of Cleveland, Ohio; W. E. Weiss of Wheeling and others have organized the Neuralgic Company for the manufacture of a patent medicine; capital stock \$50,000; office in Peabody Building.

Williamson—Coal and Coke Company.—Chartered: Merrimac Coal & Coke Co., with capital stock of \$50,000, by G. W. Merrill and C. I. Merrill of Roanoke, Va.; Wyndam Stokes of Williamson and others.

BURNED.

Arabi, Ga.—R. A. Bengood's saw and planing mill; loss \$20,000.

Augusta, Ga.—Globe Cotton Mills; loss \$45,000.

Corrigan, Texas.—Cameron Mill Co.'s mill at Carmonia.

Eddy, Texas.—M. E. Norris' cotton gin; loss \$5,000.

Henderson, Ky.—Henderson Cannery; loss \$40,000.

Mobile, Ala.—Stewart & Butt's dry-kiln; estimated loss \$5,000.

Sheppards, Va.—Monroe Johns' saw-mill.

Talladega, Ala.—Talladega Grist Mills; loss about \$35,000.

Waco, Texas.—American Cotton Co.'s roundlap gin and compress; loss \$10,000.

Wilmington, N. C.—Ocean View Hotel; loss \$7,000.

BUILDING NOTES

Atlanta, Ga.—Bank Building.—James H. James will erect a two-story bank building 30x105 feet; site has been purchased for \$800.

Atlanta, Ga.—Store Building.—Eisenman Bros. have let contract to Grant Wilkins for erection of \$60,000 store building, six stories, brick, terra-cotta, plate glass, steam heat, electric fixtures, etc.

Baltimore, Md.—Dwellings, etc.—Arling-Brooke Real Estate Co., reported recently as organized for suburban development, will, it is said, erect at once 950 dwellings. Joseph De Forrest Junkin of Philadelphia, Pa., is president of the company, and John Charles Mosser of Harrisburg, Pa., general manager.

Baltimore, Md.—Dwellings.—J. E. Laferty is preparing plans for an early commencement of work on its hotel to cost several hundred thousand dollars. D. H. Thomas, Jr., is architect.

Baltimore, Md.—Bank Building.—Calvert Bank has given contract to E. M. Noel at \$35,000 for erection of office building.

Baltimore, Md.—Hotel.—Belvidere Hotel Co. will arrange for an early commencement of work on its hotel to cost several hundred thousand dollars. D. H. Thomas, Jr., is architect.

Beaumont, Texas.—Dwelling.—Jos. Rice is preparing plans for \$50,000 residence for Mrs. Stengel.

Beaumont, Texas.—Hotel, etc.—George Francis is making plans for three-story hotel 40x130 feet, brick store and office building 60x100 feet, another 30x60 feet, 12-room residence to cost \$800, etc.

Birmingham, Ala.—Store Buildings.—L. C. Jenkins has contract for erection of three combined store buildings, four stories, 40x150 feet, all modern improvements; plans by Carl Ruehrmund.

Bluefield, W. Va.—Residence.—George Evans will build residence.

Bristol, Tenn.—Business House.—Frank Blanchard will erect three-story brick business building 100x135 feet.

Canton, Ga.—Business House.—W. S. Cobb of Orange will erect brick business house.

Charleston, S. C.—Building.—McCarrel & Sloane have contract for construction of the Palace of Mines and Forestry at the exposition grounds; cost \$13,000.

Charleston, S. C.—Building.—C. F. Meislin & Co. of Baltimore, Md., have contract at \$14,904 for construction of Maryland Building for the exposition at Charleston.

Columbia, S. C.—Warehouse.—Standard Warehouse Co., which has just increased capital from \$50,000 to \$70,000, will probably make improvements.

Crowley, La.—Opera-house.—Dave Lyons has begun the construction of proposed

opera-house; to be of brick, 75x150 feet, 40x40-foot stage, etc.

Crowley, La.—Store Building.—J. Frankel will open bids June 10 for erection of store building, two stories, 71x100 feet, after plans by Geo. P. Barber & Co.

Cumberland, Md.—Brewery Building.—German Brewing Co. will open bids June 3 for erection of brewery building; plans by Wright Butler, 4 Water street; C. W. Hinze, secretary.

Fort Howard, Md.—Buildings.—Capt. T. B. Lamoreux, assistant quartermaster, United States Volunteers, No. 507 Equitable Building, Baltimore, Md., will open bids June 6 for construction of one frame field officers' quarters and two frame single officers' quarters at Fort Howard, and for plumbing, heating and electric wiring in these buildings. Blank proposals, circulars to bidders, etc., furnished on application. Usual rights reserved.

Frederick, Md. Hospital.—H. Mehri Gettinger has contract at about \$800 for erection of Frederick City Hospital.

Gadsden, Ala.—School.—"City Clerk" will open bids June 1 for erection of school building after plans by A. Duncan Simpson, Hood Building, Birmingham. Plans on file with architect and the clerk. Each bid must be accompanied by \$300 check.

Greenville, Miss.—Warehouse.—People's Compress Co. will build a warehouse of 23,000 bales capacity.

Hampton, Va.—School.—Plans of P. Thornton Marye of Newport News have been accepted for the school building to replace Hampton Academy. Mr. Marye will advertise for bids on construction.

High Point, N. C.—Dwellings.—W. T. Wrenn will build fifty tenement cottages.

Jackson, Tenn.—Building.—Bids will be opened May 21 for erection of three-story Pythian building 60x100 feet. Bids will be received on whole and separate branches of work. Certified check for 5 per cent. must accompany bids. For further particulars apply to Krieder Architectural Co.

Jacksonville, Fla.—Hotel.—United States Hotel will be rebuilt; Wm. Catto, manager.

Jacksonville, Fla.—Flats Building.—Alfred Rodd will prepare plans and attend to erection of flats and store building for Cappa & Von Dohlen.

Jacksonville, Fla.—Terminal Structures.—Atlantic, Valdosta & Western Railway Co. will rebuild freight terminal buildings, bulkheads and docks damaged and destroyed by the recent fire; T. P. Alston, assistant purchasing agent, office in Everett Building.

Jacksonville, Fla.—Residences.—W. A. Bisbee has let contract to O. P. Woodcock for erection of three residences, to have baths, water-works, electric-lighting fixtures, metal roofs, etc. Mrs. W. A. Bisbee will erect a \$5,000 dwelling. E. E. Cleaveland Furniture Co. will erect store building, three stories, 105 feet wide, first floor of plate glass, etc. J. R. Tysen has ordered plans for a \$5,000 residence from Arthur B. Giles.

Kansas City, Mo.—Asylum Buildings.—Missouri Colony for Feeble Minded & Epileptics will erect buildings to cost \$75,000. Miss Mary L. Hale of Columbia, Mo., prepared plans.

Kenansville, N. C.—Office, etc.—W. R. Newbury, chairman commissioners, will receive bids until June 3 for erection of fireproof record office, together with metal equipment. Plans and specifications on file in office of register of deeds and at office of architect, Room 56, Metzgerott Building, Washington, D. C. Bids must be accompanied by certified check for \$100. Usual rights reserved.

Louisville, Ky.—Hospital.—D. X. Murphy & Bro. have completed plans for addition to hospital conducted by Little Sisters of the Poor.

Lynchburg, Va.—Theater, etc.—Lynchburg Traction & Light Co. will improve park by erection of new theater, dance pavilion and bowling alley; material has been purchased.

Marlin, Texas.—Store Building.—C. G. Cooley will erect brick store building.

Marlin, Texas.—Business Building.—J. W. Christian will erect two-story brick building.

Maryville, Tenn.—Jail.—Pauly Jail Building Co. of St. Louis, Mo., has contract for erection of proposed jail at Maryville; estimated cost \$15,000.

Memphis, Tenn.—Business Building.—Edmund Orgill will build a \$200,000 six-story building.

Morganton, N. C.—Bank Building.—First National Bank will erect a two-story bank building.

Mt. Washington, Md.—Residence.—Wm. T. Murphy has contract to erect \$6500 residence for Mrs. A. E. Grimes.

Newcastle, Va.—Business House.—G. W. Layman will erect brick business house.

Newnan, Ga.—Dwelling.—M. F. Cole will erect new residence.

Northfork, W. Va.—Hotel.—The hotel to be erected by L. G. Toney will be at Northfork, and not Algoma, as reported recently.

Paducah, Ky.—Building.—Contract for erection of building for Home of the Friendless will be awarded at once. Building will be two stories, of brick, 40x80 feet, and modern equipped. Plans were prepared by Architect Brainard.

Port Deposit, Md.—Building.—Hermann Probst of New York has received contract for erection of building for electric lighting and power-house to be erected on the Jacob Tome Institute plateau at Port Deposit; cost \$25,000.

Reidsville, N. C.—School.—The city has voted to issue \$15,000 of bonds for school building. Address "The Mayor."

Richmond, Va.—Building.—Wirt A. Chesterman has contract for erection of building to be used as home for nurses of St. Luke's Hospital.

Richmond, Va.—Hotel.—Jefferson Hotel Co. has definitely decided to rebuild its hotel recently burned; several hundred thousand dollars will be cost.

Salisbury, N. C.—Market-house, etc.—J. A. Hedrick will, it is reported, build market-house. P. W. Brown has contracted with A. H. Propst of Concord for erection of a two-story store building in Salisbury.

Sandy Spring, Md.—Residence.—Allan Farquhar will erect residence to cost \$10,000, after plans by Ghequeler & May of Baltimore.

Shreveport, La.—Jail.—Notice was given lately of bids to be opened June 13 on erection of parish jail. The plans, etc., can be seen in Chicago at office of E. Stanford, S. 918 at 153 La Salle street and in St. Louis at office of S. B. Fisher, chief engineer M. K. & T. R. R., Wainwright Building. (These addresses take place of others previously given.) J. Riley Gordon Co. of Dallas, Texas, and Shreveport is architect.

Shreveport, La.—Bank Building.—First National Bank awarded contract to Sonnetfield & Emmins of Dallas, Texas, for erection of five-story building 80x150 feet, fireproof, etc., to cost about \$100,000.

Sparks, Ga.—School.—An election will be held June 10 to consider issuing \$5,000 bonds to build a school. Address "Town Clerk."

Towson, Md.—Schools.—Baltimore county will erect nine schoolhouses at a cost of \$25,000. Address "County Commissioners."

Troy, Ala.—Warehouse, etc.—Brantley & Co. will enlarge warehouse and build brick stable 100x140 feet.

Washington, D. C.—Medical Laboratory.—University of Pennsylvania will erect medical laboratory buildings to cost about \$500,000; to have every modern improvement afforded such structures.

Washington, D. C.—Building.—H. B. F. Macfarland, L. H. Beach and J. W. Ross, commissioners, Washington, D. C., will receive proposals until May 25 to erect new toilet building for Old Men's Home. Blank forms of proposals may be obtained upon application at office of inspector of plumbing. Bids on these forms only will be considered. Usual rights reserved.

Westernport, Md.—Bank Building.—E. J. Fredlock Manufacturing & Building Co. of Piedmont, W. Va., has contract for erection of bank building at Westernport.

Wilmington, N. C.—Hotel.—Ocean View Co. will rebuild Wrightsville Beach Hotel, burned at a loss of \$7,000.

RAILROAD CONSTRUCTION

Railways.

Bainbridge, Ga.—Tracklaying is to begin upon the extension of the Georgia, Florida & Alabama Railroad between Bainbridge and Tallahassee on June 1. Grading of the extension is nearly completed.

Beaumont, Texas.—It is stated that the St. Louis Southwestern Railway Co. has secured control of the Gulf & Interstate Railway, extending from Beaumont to a point on Galveston harbor, also the Texas & Louisiana and the Beaumont & Northern railroads. According to the report, the Texas & Louisiana will be extended to a connection with the Beaumont & Northern and a new route formed from Galveston through Southeastern Texas, to terminate at Lufkin, in Angelina county, where it will connect with the main portion of the system. R. H. Bowen at Tyler, Texas, is vice-president of the company.

Birmingham, Ala.—Eugene F. Ensen, vice-

president of the Metropolitan Rapid Transit Co., advises the Manufacturers' Record that between fifteen and twenty miles of electric line will be built, and that contracts will be let in the near future.

Blacksburg, S. C.—A report is current that the Southern Railway Co. is considering the construction of a line from Blacksburg to Johnston by way of Union and Saluda. The estimated distance is ninety-five miles. W. H. Wells at Washington is engineer.

Bluefield, W. Va.—It is reported that a company is being formed to build an electric line from Bluefield along what is known as North Fork by way of Welch, W. Va.

Bryan, Texas.—The statement that the International & Great Northern Railroad is to be extended from Bryan to Spring is officially confirmed. Contracts have been let between the towns mentioned, also between Marlin and Waco. The Waco extension is to be completed by September 1. Leroy Trice at Palestine, Texas, is vice-president of the company.

Cadiz, Ky.—The Cadiz Railroad Co. has contracted for the necessary rails for its line, which will be ten miles in length. The road is to be built at once. W. C. White is president.

Clarksburg, Ga.—Samuel C. Dunlap, manager of the Tallulah Falls Railway Co., advises the Manufacturers' Record surveys are now being made and work will begin about July 1. The road will be forty miles long, terminating at Franklin, N. C. George L. Prentiss, 31 Nassau street, New York, is president of the company.

Cumberland, Md.—Joseph MacCarroll, president of the Penn State Construction Co., which has the contract for building the electric road between Cumberland and Lonaconing, advises the Manufacturers' Record that the company will not sublet any of the work. Seventy and 90-pound rails will be used, and one power-house built. The offices of the company are 735 Drexel Building, Philadelphia.

Cumberland, Md.—A report is current that a branch of the Baltimore & Ohio Railroad is to be constructed in Western Maryland, which will be about twelve miles in length, terminating at mines controlled by the Merchants' Coal Co. J. M. Graham at Baltimore is chief engineer.

Dalton, Ga.—The business men of Dalton are promoting a railroad from Dalton to Asheville, N. C., and may form a company to construct it. B. Z. Herndon is one of those interested.

Denison, Texas.—A contract for ballasting the division of the St. Louis & San Francisco system from Sapulpa, I. T., to Denison has been let to B. Lantry & Sons. Crushed stone will be used for the purpose.

Dublin, Ga.—President James T. Wright of the Macon, Dublin & Savannah Railroad Co. advises the Manufacturers' Record that surveys have been made between Dublin and Vidalia on the proposed extension of its line. The distance to Vidalia is estimated at forty miles. It is expected to let contracts for grading immediately, and to complete the extension within six months. The necessary rails have been ordered.

El Paso, Texas.—The El Paso Terminal Railroad Co. has secured a franchise to extend its line into El Paso. As already stated in the Manufacturers' Record, it will build the section of the Southwestern Railroad of Arizona in El Paso and suburbs. The Southwestern Railroad is under construction between Douglas, Ariz., and El Paso. M. W. Wambaugh at Bisbee, Ariz., is chief engineer.

Eureka Springs, Ark.—It is stated that arrangements are being made to survey the proposed extension of the St. Louis & North Arkansas Railroad through Boone, Marion and Searcy counties. The road is now in operation between Eureka Springs and Harrison. S. W. Lee is chief engineer.

Fort Smith, Ark.—It is stated that four parties of engineers are making surveys for the Fort Smith & Western Railroad Co. The first section will be built from Fort Smith to a connection with the Missouri, Kansas & Texas system, and it is understood that work is to begin as soon as surveys are completed. George Hayden of Ishpeming, Mich., is president of the company.

Fort Smith, Ark.—Mr. George Hayden, president of the Fort Smith & Western Railroad Co., advises the Manufacturers' Record that surveys have been made for this line covering a distance of 150 miles, and that contracts are about to be let. Seventy-pound rails have been purchased.

Geneva, Ala.—The Manufacturers' Record has received official information that bids are being received for the extension of the Louisville & Nashville system from Geneva

to Graceville, Fla.; also that contracts have been let for the extension between Selma and Sardis, Ala., to the Alabama Construction Co. of Anniston, of which D. B. Lacey is president.

Geneva, Ala.—The contract for the extension of the Louisville & Nashville Railroad between Geneva and Graceville, Fla., has been let to Thomas Worthington & Co. of Birmingham, and it is announced that work is to begin immediately.

Harlan, Ky.—T. H. Howard of Harlan is reported as interested in a plan to build a railroad from this town to a connection with the Louisville & Nashville system at Middlesboro, Ky., or Big Stone Gap, Va. It is stated that he is acting for a New England syndicate, which has purchased land in that section of Kentucky.

Harriman, Tenn.—Messrs. M. J. Condon & Co., contractors for thirty-three miles of the Tennessee Central Railroad construction, advise the Manufacturers' Record that they will sublet all but five miles of it. The work includes 1,500,000 feet of trestle and 1500 yards of masonry. They may be addressed at Harriman.

Hattiesburg, Miss.—About thirteen miles of the extension of the Mobile, Jackson & Kansas City Railroad from Merrill to Hattiesburg have been cleared, and it is expected to complete ten miles of tracklaying by July 1. C. D. Smith & Co. of Birmingham, Ala., are the contractors.

Jesup, Ga.—It is officially announced that the Plant Railway & Steamship Co. has decided to build between Jesup and Folkston, Ga., to shorten its route between Jacksonville and Savannah. The estimated distance is sixty miles. W. B. Denham at Savannah is general superintendent.

Lando, S. C.—The Manetta Mills Cotton Co. has decided to build a branch road three miles long from Lando to Edgemoor, on the Seaboard Air Line, and will begin construction in the near future. Equipment will be wanted. H. B. Heath is treasurer of the company.

Laurel, Miss.—The Laurel & Waynesboro Railroad Co. has been formed to build between the towns mentioned in Mississippi, a distance of thirty miles. Among those interested are W. R. Fagan and M. B. West.

Lexington, Va.—A report is current that the Southern Railway Co. has become interested in the unfinished route between Lexington and Salem, and may complete it. The distance is fifty miles. Frank S. Gannon at Washington is vice-president of the Southern.

Lincolnton, N. C.—Surveys have been completed for the Trans-Appalachian Railroad between Lincolnton and Butler. H. L. Miller at Morganton, N. C., is one of the promoters.

Lonohe, Ark.—The Central Arkansas & Eastern Railroad Co. has been incorporated to build to a point in Lonohe county, an estimated distance of fifteen miles. The company is capitalized at \$100,000, and includes J. A. Bowman and W. J. Lock.

Louisville, Ky.—The Louisville, Fairfield & Mt. Washington Railroad Co. is reported as having decided to begin construction between Louisville and the towns mentioned at once. Roland Cox is chief engineer. John C. Mays of Lexington, Ky., is one of the promoters.

Mannington, W. Va.—The Mannington Railway Co., it is stated, has decided to build between Mannington and Smithfield, an estimated distance of fourteen miles. Right of way has been secured from the county authorities. Among those interested in the company are C. L. Prichard and F. W. Bartlett.

Marshall, Texas.—L. E. Walker, president of the Texas Southern Railway Co., advises the Manufacturers' Record that it has purchased a road formerly owned by the Commercial Lumber Co., and is now making surveys to connect it with the Texas Southern and to complete a railway route from Marshall to Gilmer. The Commercial Lumber Co.'s line is sixteen and one-half miles in length, and an extension of about eight miles will be necessary to connect it with the Texas Southern.

Monterey, Tenn.—R. J. Moscrip, superintendent of the Monterey Coal Co., advises the Manufacturers' Record that the necessary rails for the extension of the Nashville & Knoxville Railroad to the Laurel Creek coal mines have been purchased. The branch will be finished by August 1. It will be seventeen miles long.

Nashville, Tenn.—W. B. Doddridge has been elected vice-president of the Tennessee Central Railroad Co., and it is reported that the entire route of 265 miles is to be completed this year.

Richmond, Va.—It is reported that H. L. Thomas of Boston has recently purchased land at Gloucester Point, near the mouth of the York river, for the terminus of a railroad to be built through this section of Virginia, to terminate at Richmond.

Richmond, Va.—It is reported that a company has been formed to build an electric railroad to Warwick Park, on the James river. The road will be about six miles in length.

Roanoke, Va.—The Norfolk & Western Railway Co. is filling in a number of trestles upon the line between Roanoke and Martinsville, also widening the roadbed at several points and making other improvements. C. S. Churchill at Roanoke is engineer.

San Antonio, Texas.—It is reported that the St. Louis & San Francisco Railroad Co. may build an extension to San Antonio by extending the Fort Worth & Rio Grande Railroad from Brownwood, Texas. B. F. Yoakum at St. Louis is president of the company.

San Antonio, Texas.—A report is current that the Texas Midland Railroad Co. is making surveys between Waco and Equis, Texas, for an extension which will terminate at San Antonio. E. H. R. Green at Terrell, Texas, is president of the company.

Sherman, Texas.—Grading of the branch of the St. Louis & San Francisco Railroad on the extension to a connection with the Fort Worth & Rio Grande road has begun, and it is understood that work is to be completed as soon as possible. It represents seventy-five miles between Sherman and Fort Worth. B. F. Yoakum at St. Louis is president of the company.

Shreveport, La.—It is reported that the Texas & Pacific Railroad Co. has practically decided to rebuild a considerable section of the Texarkana, Shreveport & Natchez division, and has recently ordered rails for this purpose. L. S. Thorne at Dallas, Texas, is vice-president of the company.

South Pittsburg, Tenn.—The Manufacturers' Record is officially advised that the Nashville, Chattanooga & St. Louis Railway Co. is making surveys to property controlled by the Needmore Coal Co. No decision has been reached about building the branch. J. W. Thomas, Jr., at Nashville is general manager of the railroad company.

St. Louis, Mo.—The Iowa & St. Louis Railroad Co. has been incorporated by H. H. Hendricks and others to build a line, which will terminate at St. Louis.

Sycamore, Ala.—The people of Sycamore and vicinity have pledged themselves to take \$200,000 in bonds in the interest of the Brunswick & Birmingham Railroad, with the proviso that it is to be built through Sycamore.

Talladega, Ala.—A correspondent of the Manufacturers' Record writes that the railroad being promoted between Talladega and Lineville, Ala., will be called the Eastern Railway of Alabama. Messrs. Dryer & Webb of Talladega are reported as interested in the project.

Thibodaux, La.—L. H. Lancaster, engineer of the proposed electric railway system in Lafourche and adjacent parishes, writes the Manufacturers' Record that it is expected to build about seventy miles in all. It is intended to furnish power not only for transportation, but also for industries in the section through which the road is to be constructed. No arrangements as to building it have been made as yet.

Vernon, Texas.—It is reported that negotiations have been completed by which the Blackwell, Enid & Southwestern Railway Co. will make Vernon its terminus. It is stated that the work of grading between Vernon and the Red river will commence immediately. The road is to be built between Vernon and Enid, Okla., a distance of 200 miles. Edward F. Peckham of Blackwell, Okla., is at the head of the enterprise.

Washington, D. C.—George H. Harries, president of the Washington, Sandy Spring & Gettysburg Railroad Co., writes the Manufacturers' Record that grading of the route may begin this summer. All of the arrangements have not as yet been completed.

Winston, N. C.—Relative to the Winston & Wadesboro Railroad, recently noted in the Manufacturers' Record, it is stated that arrangements are being made to begin construction in the near future. The road will be laid with 80-pound steel rails. The estimated cost of construction is \$1,500,000, and the estimated distance is ninety miles. R. G. Rhett of Charleston, S. C., is one of the promoters.

Street Railways.

Atlanta, Ga.—The Atlanta Rapid Transit Co. has secured authority from the court to build its proposed extension to Grant Park,

in the suburbs. The Atlanta Railway & Power Co. has also secured authority from the court to build an extension on Washington and several other streets.

Biloxi, Miss.—John Carroway, one of the promoters of the street railroad in Biloxi, writes the Manufacturers' Record that it will be about six miles long, and that contracts will be let within the next sixty days.

Charlotte, N. C.—E. D. Latta of the Charlotte Street Railway Co. states that arrangements have been made to build several miles of extensions, and that the necessary material and equipment have been purchased.

Lynchburg, Va.—The extension of the Lynchburg Street Railway will be two and one-half miles long. R. D. Apperson is president of the company.

San Angelo, Texas.—W. Merchant and William S. Kelly are interested in a proposed street-car line in San Angelo, and have secured a franchise from the street authorities.

Texarkana, Ark.—It is reported that Kansas City parties have become interested in the plan to build a street railway in Texarkana, Texas, also in Arkansas, and have asked for a franchise from the authorities of both places.

Machinery, Proposals and Supplies Wanted.

Manufacturers and others in need of machinery of any kind are requested to consult our advertising columns, and if they cannot find just what they wish, if they will send us particulars as to the kind of machinery needed we will make their wants known free of cost, and in this way secure the attention of machinery manufacturers throughout the country. The MANUFACTURERS' RECORD has received during the week the following particulars as to machinery that is wanted.

Boiler.—Bransford & Smith, Mullins, S. C., are in the market for second-hand 70 to 80-horse-power boiler.

Boiler.—McGahey Bros., Elkton, Va., are in market for 70-horse-power boiler, full flush front, all necessary fittings, to be delivered July 1.

Boiler.—Petersburg (Va.) Iron Works Co. wants one cheap second-hand locomotive-type boiler, about sixty horse-power; quote best price delivered, and condition.

Boiler and Engine.—J. L. Haley, Itta Bena, Miss., wants to buy 120-horse-power engine and 140-horse-power boiler.

Boiler and Engine.—Geo. Lewis, Marsalis, La., is in need of a steam engine, ten or twelve horse-power, center-crank, portable or stationary; also stationary tubular boiler.

Boiler and Engine.—R. B. Malsby, Americus, Ga., is in market for 125-horse-power Corliss engine and 125-horse-power horizontal return tubular boiler, second-hand.

Boilers and Engines.—J. N. Neel, Macon, Ga., wants to correspond with manufacturers of engines and boilers for brick plant, etc.

Brick Machinery.—J. N. Neel, Macon, Ga., wants to correspond with brick machinery makers.

Bridge.—G. Howard Brooks, clerk to police jury, Crowley, La., will open bids June 1 for construction of bridge thirty-one feet long of wood. For particulars address J. M. Crabtree, Morse, La.

Bridge.—County commissioners will let contract to lowest bidder on May 25 to build a bridge over Colonels Fork creek, provided new right of way can be secured. Usual rights reserved. F. A. H. Schroeder, clerk board, Walthalla, S. C.

Broom Machinery.—H. D. Wilson, Bainbridge, Ga., wants addresses of makers of broom machinery.

Broom Machinery.—B. D. Melchar, 1654 Centerville street, Winston-Salem, N. C., wants addresses of manufacturers of broom machinery.

Canning Equipments.—J. P. Long, Thomasville, N. C., wants to correspond with manufacturers of canning machinery, cans and supplies.

Clock.—Town of Tarboro, N. C., wants prices on town clock. Address E. V. Zoeller, commissioner.

Cottonseed-linting Machinery.—See "Linting and Hulling Machinery."

Crematory.—City engineer and health committee of Newport News, Va., will receive sealed proposals until June 10 for a 30-ton garbage crematory; proposals will be for a

furnace with chimney of steel and for a furnace with chimney of rock; house will not be considered in this contract. Each bid must be accompanied by certified check for 10 per cent. of amount bid; usual rights reserved; W. L. Cooke, city clerk.

Crusher.—Alabama Consolidated Coal & Iron Co., Birmingham, Ala., wants a good second-hand crusher (Gates) of 400 tons daily capacity.

Desk Manufacturers.—J. E. Brown, New Albany, Miss., wants to correspond with desk manufacturers.

Electric-light Fixtures.—B. Jordan, Monticello, Ga., wants prices and catalogues on electric-light fixtures.

Electric-light Plant.—Electric Light & Ice Co., Marion, Ky., will open bids May 22 for materials and construction of complete electric-light and ice plant; plant will consist of two 70-horse-power boilers, one 50 and one 80-horse-power engine, 1200-light dynamo, twenty arc lamps, three miles of pole and wire line, etc., and one three-ton ice plant. Plans and specifications may be seen at Marion or at office of consulting engineers, Sturtevant & Todd, 1208 Fisher Building, Chicago.

Engine.—Sulphur Springs (Texas) Oil Co. will probably need 125-horse-power engine.

Flouring Machinery.—McAllister & Bell, Covington, Va., will buy flouring machinery.

Flour Mill.—Geo. E. Butts, Zalma, Mo., wants prices on 40 to 50-barrel flour mill erected complete, except power.

Founders.—Coming Mattress Works, 2516 South Rampart street, New Orleans, La., wants to contract for some malleable-iron castings.

Furniture-case Clamp.—High Point Furniture Co., M. J. Wrenn, treasurer, High Point, N. C., is in need of an iron furniture-case clamp; second-hand preferred.

Handles.—Chicago Tool Co., 615 West Fourteenth street, Chicago, Ill., is in the market for second growth hickory hatchet handles.

Hat-factory Machinery.—Wm. T. Stokes, Jr., Santuck, S. C., wants addresses of makers of machinery for manufacturing cotton hats.

Heating Plant.—A. S. Bickham, Q. M., U. S. A., 419 N. Washington street, Alexandria, Va., will open bids June 10 for installation of hot-water heating system in hospital at Fort Hunt. Information regarding plans, etc., can be obtained at offices of quartermasters in Alexandria, Baltimore and Philadelphia.

Knitting Mill.—T. U. Cole, Honey Grove, Texas, wants full information regarding possible profits in hosiery manufacture, prices on equipments, etc.

Laundry Machinery.—H. H. Carr, Box 2, Rocky Mount, N. C., is in market for second-hand laundry machinery.

Linting and Hulling Machinery.—W. F. Penniman, 19 East Bay street, Savannah, Ga., wants addresses of makers of cottonseed-linting and hulling machinery.

Lumber Plant.—Ensign Lumber Co., Jarvis street, Binghamton, N. Y., wants estimates on construction (in Alabama) of complete lumber plant to include sawing capacity of 40,000 to 50,000 feet per ten hours, planing 40,000 to 50,000 feet, and dry-kiln of 80,000 to 90,000 feet per twenty-four hours; quotations are asked as a whole and on each plant; saw-mill quotation to note band as well as circular saw.

Manufacturers.—J. H. Nantz, Thomasville, Ga., wants to correspond with manufacturers regarding contracting for the manufacture of a patent device to drive away insects; power to be watch-spring style or otherwise.

Metal-working Machinery.—N. F. & W. W. Alston, Inez, N. C., want names of manufacturers of cone-making machinery.

Mining Equipment.—Perry Coal Co., Adamston, W. Va., is in need of mine cars.

Naval Supplies.—Proposals will be received at bureau of supplies and accounts, Navy Department, Washington, D. C., until May 28 to furnish at navy-yard, Norfolk, Va., a quantity of ingot copper, zinc, litharge and stationery. Blank proposals will be furnished on application to navy pay office, Norfolk; A. S. Kenny, paymaster-general, United States Navy.

Oil Mill.—Sulphur Springs (Texas) Oil Co. will buy equipment for 60-ton cottonseed-oil mill.

Piping.—C. B. Addison, Brunson, S. C., will buy 1000 feet of four-inch and 200 feet of six-inch artesian well casing.

Piping.—John Baxter, Rock Island, Texas, wants quotations on piping for artesian and oil wells (12, 8, 6 and 4-inch casing).

Quarrying Equipment.—Texas Oil & Marble Co., M. D. Jordan, Marfa, Texas, vice-president, is in the market for machinery for developing marble quarries.

Railway Construction.—Callahan Construction Co., Harriman, Tenn., will sublet over 2,000,000 feet of trestle-work.

Railway Equipment.—K. B. Johnson, P. O. Box 246, Raleigh, N. C., is in the market for one mile 20-pound steel relaying rails.

Railway Equipment.—H. B. Heath, secretary and treasurer Manetta Mills, Lando, S. C., wants to correspond with parties having for sale new or second-hand rails and locomotives, either standard or narrow gauge.

Railway Equipment.—W. M. Absher Co., North Wilkesboro, N. C., is in the market for a small lot of second-hand rails for tram-road hand cars.

Railway Equipment.—Cadiz Railroad Co., W. C. White, president, Cadiz, Ky., will be in the market for locomotive.

Road Improvements.—Harris County, Texas, expects to ask for bids by July 1 on road improvements and construction, for which \$600,000 is available. Gravel, shell, macadam, gravel and shell and rock and shell will be considered. Wm. Bradburn, county surveyor, Houston, prepared specifications, and will furnish copies to responsible contractors.

Roofing.—C. N. Burkhalter, Barnwell, S. C., wants to purchase galvanized iron for roofing, etc.

Saw-mill.—Central Lumber Co., F. E. Rogers, president, Lincolem, La., is in the market for 75,000 feet capacity saw-mill.

Telephone Cables.—H. B. P. Macfarland, L. H. Beach and J. W. Ross, commissioners, Washington, D. C., will open bids June 1 for furnishing underground signal and telephone cables for the fire-alarm and police telegraph and telephone service in District of Columbia. Separate bids will be considered for the several items enumerated. Specifications and blank forms of proposal obtainable.

Telephone Equipment.—Commercial Telephone Co., 31 Hicks Building, San Antonio, Texas, will need telephone supplies of all kinds for 1100-mile toll line.

Trestle-work.—See "Railway Construction."

Wagon Machinery.—J. R. Tubb, Sparta, Tenn., wants to purchase machinery for wagon factory.

Water-distributing System.—Sealed proposals in triplicate will be received at office of Abe S. Bickham, constructing quartermaster, 419 North Washington street, Alexandria, Va., until May 29 for construction of water-distributing system at Fort Washington, Md. Usual rights reserved. Information regarding plans and specifications may be obtained at office of depot quartermaster, Baltimore, Philadelphia, and at above office.

Well-drilling Equipment.—Rufus Hardy, Corsicana, Texas, will want to buy rotary well-drilling outfit.

Well-drilling Equipment.—H. G. Latimer, secretary, Olena, Ark., is desirous of receiving estimates on well-drilling and on well-drilling equipment.

Well-drilling Equipment.—Niagara Oil & Development Co., 191 Elm street, Dallas, Texas, will soon be in market for well-drilling equipment.

Well-drilling Equipment.—Orange-Danville Oil & Prospecting Co., W. M. Gubstream, secretary, Orange, Texas, wants full rig for boring oil wells.

Well-drilling Machinery.—Wm. E. Hughes, Box 616, Charleston, S. C., will be in market for artesian-well machinery of all kinds.

Well-drilling Machinery.—John Baxter, Rock Island, Texas, wants quotations on well-drilling equipments and supplies.

Wood-pulp Machine.—H. H. Carr, Box 2, Rocky Mount, N. C., contemplates buying small wood-pulp machine.

Woodworking Machinery.—See "Wagon Machinery."

Woodworking Machinery.—Hampton (Va.) Sash & Door Manufacturing Co. will need about thirty woodworking machines.

Woodworking Machinery.—L. B. Turner, Oxford, N. C., wants to buy pony planer and jointer and surfacer, second-hand.

Woodworking Machinery.—J. C. Comer, Jr., Florence, Ala., wants to correspond with manufacturers of machinery for making wooden butter-dishes.

Saw-Mill Sale.—A complete saw-mill, 460 acres of yellow-pine lands and lease on 1000 acres are for sale. Address "The Salesman," Box 39, Eunola, Ala.

TRADE NOTES.

The Ball Engine.—Norfolk Coal & Coke Co., Maybeury, W. Va., has purchased two 450-horse-power engines from the Ball Engine Co., Erie, Pa.

Bonneville Portland Cement.—The address of Bonneville Portland Cement Co. of Philadelphia, manufacturer of high-grade cements, has been changed from 1307 Real Estate Trust Building to 604-5 Fidelity Building.

F. Stuart Williamson.—Consulting Structural Engineer.—Mr. Williamson has entered into a copartnership under the firm name of Charles Henry Davis & Partners, with New York offices in the Broad Exchange Building, 25 Broad street, New York.

High-Grade Investments.—Several investments now offered by Wm. J. Finley of 49½ North High street, Columbus, Ohio, are referred to as high grade. Two thousand acres of Ohio coal lands and a fine hotel and apartment-house are included. An exchange for timber lands or plantations may be arranged.

Foss at the Pan-American.—Foss Manufacturing Co. of Springfield, Ohio, states it will be glad to meet friends of the milling fraternity or anyone interested in attrition mills, crushers, etc., at its space, Block 35, Machinery and Transportation Building, at the Pan-American Exposition. Eastern representative, S. E. Lincoln, will be in charge.

Concrete Mixer.—Contractors in railroad and pier construction and other lines are invited to investigate the merits of the McKelvey Portable Power Concrete Mixer. Economy of operation and mixing qualities have been combined in this machine to the utmost degree. Investigation is invited by the general sales agent, Garden City Sand Co., 188 Madison street, Chicago.

For Vicker, Sons & Maxim.—The demand for Burt Oil Filters continues to be created by the most important and largest firms in the world. The Burt Manufacturing Co. of Akron, Ohio, makes these filters, and one of its recent orders came from Vicker, Sons & Maxim, the most extensive manufacturers of war materials in the world. Their entire plant is equipped with Cross filters.

Peck-Hammond Equipments.—The Peck-Hammond Co., Cincinnati, Ohio, has recently been awarded contracts for heating and ventilating the four new public school buildings being erected at Newport News, Va., and for its automatic ventilating flush closets for two schools. Its system placed in the High School building two years ago proved so satisfactory that it was awarded these contracts over strong competition.

American Machinery & Export Co.—This company, commission merchant, 15 Cortlandt street, New York city, has bought the Cooke Machinery Co. of New York, and R. H. Richards, for a number of years identified with the latter concern, has been chosen vice-president and general manager of the American Machinery & Export Co. The American Company is purchasing agent and exporter for all kinds of machinery and tools.

Common Sense Screw Plate, etc.—"Overwhelmed with orders" is the expression used by Messrs. A. J. Polk & Son in referring to the demand for their product. This Millersburg (Pa.) firm manufactures the Improved Common Sense Screw Plate and a general line of taps, reamers, dies, milling cutters, etc. They state there is no signs of abatement in the demand for their goods. The demand has more than doubled in two years.

Charles Henry Davis & Partners.—This prominent engineering firm is composed of Messrs. Charles H. Davis, C.E., John S. Griggs, Jr., M.E., Timothy W. Sprague, S.B., Elias Vander Horst, C.E., F. Stuart Williamson, C.E., Edward G. Thomas, S.B., and Chouteau E. Pearce, M.E. Charles Henry Davis & Partners have their New York offices in Broad Exchange Building, 25 Broad street. Other offices are 4 State street, Boston, and 204 Walnut Place, Philadelphia.

The Smoke Nuisance.—At a recent public discussion of the smoke nuisance in Boston Edward Atkinson predicted the passing of the tall chimney and the substitution of the low stack of large area with draft produced by mechanical means. He prophesied that the next generation would regard our chimneys as monuments to our ignorance, left standing because they would not pay for taking down. Ask the B. F. Sturtevant Co.

of Boston for some information regarding the advantages of mechanical draft.

New Otto Plant.—Upon formally opening the new buildings that have recently been added to the plant, the officers of the Otto Gas Engine Works gave their employees an entertainment, banquet and dance. The talent employed belonged in the works, and furnished a varied and interesting program two hours long. About 400 of the Otto people participated, and the event was a great success from every viewpoint. It is noteworthy as an evidence of the good feeling that exists between this Philadelphia company and its employees.

Praising E. & K. Lubricating Compound.—The R. J. Kanter Co., 647 Water street, New York, is receiving praise for its E. & K. Lubricating Compound. The chief engineer of the Artificial Ice Co., New York, writes: "After an experience of thirty years with steam machinery, I found your compound to be the best lubricant; it keeps my bearings in first-class condition without the use of a drop of oil. To be candid with you, since using your grease I have tried a half-dozen of other greases, but found none approach your E. & K. in its cooling qualities and reliability."

American Blowers.—The American Blower Co.'s heaters, fans and engines are going into a large number of public buildings in various parts of the country, among which may be mentioned schools in Detroit, Philadelphia and Altoona, Pa.; Cape May, N. J.; Rankin, Pa., and Sethport, Pa.; Wesley Hospital, Chicago; Bowers Bank, New York; Lafayette Theater, Buffalo, and Inter-Ocean Building, Chicago. The company has also orders for some very large factory heating outfits on its books, including one for the half-million-dollar plant of the Natural Food Co. at Niagara Falls. The American Blower Co. is of Detroit.

Reliance Safety Water Column.—This device continues to enjoy a largely-increasing popularity because of the intrinsic merits as a device that it possesses. Its use saves fuel, repairs, boilers, and gives steady power. The column carries the water steadily at the proper level, and the necessity for this and the resultant good accomplished is apparent to all practical men. The Reliance Gauge Column Co., 70 East Prospect street, Cleveland, Ohio, manufactures the device and finds the demand steadily increasing, orders for over 3000 Reliance columns having been received during the past few months. Engineers are invited to investigate the efficiencies of the Reliance goods.

American Electric Fuse Co.—This manufacturing concern of New York, Chicago and San Francisco has removed its factory to Adrian, Mich., where larger and better facilities are afforded for producing its specialties. The demand continues actively, and the works are fully employed filling orders, the plant employing over 100 people. Arrangements have been completed for securing an ample supply of porcelain, which recently had been difficult to obtain, and with its capacity more than doubled in this regard the American Company can ship without delay. Manufacturers, jobbers and consumers are invited to investigate the company's offerings in standard lines of protectors, connectors, fuses, etc.

New Valve Works.—The manufacture of valves and pipe fittings generally ranks among the most important branches of industrial activity. Complete modern plants, the best possible material, approved designs and proficient workmen may be briefly mentioned as the necessities for successful production. A new company in this direction is the Central Pipe & Valve Co., which is now fitting up such a plant as referred to. The new company will be chartered in June by James J. Kelly, William Felton, Joseph Keenan, John W. Kelly and Frank Felton. J. J. Kelly will be president. He is connected now with the Howe-Brown plant of the Crucible Company, and his associates are practical industrial men. The machinery for the new plant is being placed in position, and is expected to be in operation very soon. About 500 men will be employed.

To Manufacture Specialties for Others.—There has been launched in the West an enterprise that will undoubtedly appeal to a large number of manufacturers. It is a factory in which will be made specialties for others, the owners not making any standard line of their own design. The intention is to have the plant always better equipped than any other in the country for its chosen work. The idea is unique in the manufacturing world. The various contracts that are solicited range from all kinds of wood-working to the production of telephone

parts, colls, stamping, formings, screw-machine work, etc. Over 200 people are employed at the plant. This unique establishment is that of the International Specialty Co., Chicago sales office, G. Hallett Johnson, manager, 1005 Monadnock Block, Chicago. The factory is located at Adrian, Mich. Either address may be utilized by inquirers.

Bertsch & Co.—These well-known manufacturers of shears, punches and bending rolls produce their machines in all sizes, for either hand or power. Sheet-metal-workers' machinery is their specialty. Bertsch & Co.'s plant at Cambridge City, Ind., has been running fourteen hours per day during the past six months in order to keep up with orders. Facilities have been largely increased also. They are now building three of their large patent direct-acting steam shears for one-quarter-inch packs or plates, ten feet between housings, and have inquiries for more; also have built a number of large boiler-makers' rolls, one heavy 10-foot roll going to Seattle, Wash. Some special rolls were also designed. The demand for treadle squaring and gap shears has been unprecedented, and many orders are on file. A new line of punches is offered; they range from one-quarter inch through one-quarter inch up to one inch through one inch.

Safety of Acetylene Gas.—It seems that there has been much apprehension regarding the safety of acetylene gas. This apprehension is not all warranted by the facts, it being absolutely known that there is no more danger in using acetylene gas than in using electricity, ordinary illuminating gas, and less than in using petroleum as ordinarily used for lamps. Explosions that occur in connection with acetylene gas would occur as readily, if not more so, with any other illuminant. Pure acetylene is not explosive, and calcium carbide, from which it is made, is far safer than gasoline. The foregoing facts were especially made known through the investigations of the Pennsylvania department of agriculture. The manufacture and installation of acetylene gas-lighting plants, either for towns, individuals or companies, has been the chosen work of the J. B. Colt Co. of New York city, where new offices and warehouses have lately been equipped. The location at 21 Barclay street gives full facilities, and inquirers are invited to call.

Crude Petroleum as Fuel.—The discovery of the Beaumont oil field is creating considerable comment in all directions. This comment especially takes the form of discussion as to the possibilities of using the product of the oil wells as a fuel. The use of crude petroleum as a fuel is no new feature, as equipments for its utilization have frequently been installed in steam locomotives, war vessels and in factories. Steam plants must, of course, attain efficient and economical combustion from oil-fuel equipments in order to obtain satisfactory service. The United States Fuel Oil Equipment Co.'s oil-burners are claimed to give this perfected service. Descriptive literature covering the subject of burning petroleum as a fuel is instructive and interesting, and may be obtained from Henry G. Morris of 408 Bourse, Philadelphia. His New Orleans office at 214 Canal street may also be addressed. Sugar planters and others who may be desirous of knowing full particulars are invited to correspond. Mr. Morris is now and has long been known as engineer, founder and machinist in sugar-mill machinery.

Ruberoid Flooring.—One of the unique features of the equipment of the new offices of the Standard Paint Co., 100 William street, New York, manufacturer of the well-known P & B products, is the use of the P & B Ruberoid Flooring. The floors throughout are covered with Ruberoid. The old offices in John street was years ago floored with Ruberoid, handsomely decorated. Not only was the experiment successful, but when the company was obliged to find more commodious quarters for its increasing business the old Ruberoid Flooring was found to be in such good condition as to warrant its transfer to the new quarters, where it is now doing duty, apparently as good as new after years of service. Ruberoid makes a pleasant walking surface, being elastic and not so resisting as wood or oil-cloth, and deadening the ordinarily harsh sound of footsteps. It is absolutely water, acid, alkali and vermin proof, and is easily kept clean; is absolutely odorless and pleasant to handle. Handsome designs can be painted upon it. Its durability and economy make it a very desirable flooring for mills, factories, breweries, engine-rooms, etc., while its neat appearance makes it desirable for stores, offices, etc.

Franklin Institute and Education by Correspondence.—Franklin Institute is well known as one of the oldest, most conservative and influential scientific bodies in America. Men prominent in industrial and engineering developments are connected with it. Among these is John P. Birkenbine, the Institute's president. In his professional work Mr. Birkenbine met numerous young men employed at industrial and engineering works who were employing leisure time by educating themselves in their chosen fields through a correspondence educational institution. An investigation of the results obtained from such home study showed its effectiveness with earnest students. The facts discovered, together with a general knowledge of the work of the school possessed by other officers of the Franklin Institute, resulted in the highest award, diploma and medal being given to the school for unique, thorough and comprehensive system of technical education by correspondence. It is almost needless to add that the school in reference was the International Correspondence Schools, Scranton, Pa., so well known everywhere.

A Feature of the Pan-American.—Visitors to Buffalo who are interested in mechanical subjects should not fail to see the induced-draft equipment being constructed for the Buffalo Railway Co. The installation is within a stone's throw of the exposition grounds. It includes a large mechanical induced fan to produce the draft for and handle the gases of combustion from a boiler plant whose nominal capacity will be about 2500 horsepower. The fan, built by the Buffalo (N. Y.) Forge Co., is twenty-four feet in diameter, of the three-quarter housing up-blast type, and rigidly constructed of steel plate, braced and stiffened with angle irons. It is designed as an exhaustor, with an inlet nine feet in diameter, and will be driven by belt to a Buffalo 13x12 horizontal center-crank class "A" engine. A constant circulation of water will be maintained around the bearings to keep them cool. The short stack into which the fan will discharge will be of sheet steel. This plant illustrates the inherent advantages of mechanical induced draft—no necessity for a tall heavy chimney—and since the whole construction is of steel plate, it can be constructed and installed in minimum time. Such an apparatus provides complete control over the conditions of combustion, and renders the performance of the boilers independent of those conditions of weather, wind, temperature and the like, which influence plants served with chimneys. The intensity of the draft is in proportion to the fan-wheel velocity, and hence can readily be altered to suit varying conditions.

An Advance in Machine Grinding.—An important announcement is that made concerning the new grinder of the Norton Emery Wheel Co. of Worcester, Mass. The company's success in the manufacture of artificial corundum was only recently made public. Now the Norton plant is preparing to build the new grinders on a large scale. A visitor to the plant who saw one of these grinders says: "It was grinding down to exact size a Corliss engine valve weighing 60 pounds, and doing the work as easily as if the big piece of metal was a small bolt. All that is necessary for the lathe to do is to take off one chip, leaving a rough surface. The great emery wheel, across the face of which the revolving cylinder travels, will do the rest. When the work is done the cylinder's surface is polished as if nickel-plated, and the cylinder is a true one, which cannot be done in any lathe by any workman with cutting tools and hand filing. A two-foot emery wheel with a two-inch face was being used, running at 900 revolutions a minute, watered automatically to prevent heating. There are all sorts of feeds to the machine. Most important is that which may either be made automatic or worked by hand, by which the emery wheel advances upon the cylinder at the rate, if desired, of only 1-8000 of an inch at a time, removing one 1-4000 of an inch. Many carloads of work have been sent to the plant to be finished on this one machine, because the work is done so much better and quicker. One man with one engine lathe and one such grinder will do four times the amount of work that the man could do with the lathe alone. Some of the experts who have seen this advance in machine grinding say that it means much to the future of the engine lathe. It may be that for most classes of work the engine lathe will be required only to do the roughing out of the cylindrical and conical work."

Of Great Interest Anent River Boats.—There frequently occurs the need of certain special types of steamboats and their machinery for use on shallow streams or in

streams where much gritty or other deleterious particles may exist. The Colorado river in Arizona is such a stream, its waters being impregnated heavily with mineral and other particles, a great portion of which is an exceedingly fine but hard, grit-like emery. To build a boat for successfully and regularly navigating such a stream is a work of engineering and constructive ability that cannot be lightly regarded. Therefore it is of interest to read the accompanying extract from a letter anent such a boat. The letter is from F. F. Friant of Yuma, Ariz., under date of May 11, who, in referring to his stern paddle-wheel river steamer Retta, says: "I only use my inspirator as a safety appliance and to fill up boiler while standing and the heater not in service, for I must say that the very excellent pump you made for me has given the most perfect satisfaction of any pump that could be put up, and it has now seen a year of the very hardest kind of service." The above refers to a Marine Iron Works outside packed plunger steam boiler feed pump, and is of especial interest to all who have had experience with independent steam boiler feed pumps used on river steamers. Mr. Friant's pump, however, was but part of the entire and very complete outfit built for him, relative to which we quote from a previous letter written at Needles, Cal., as follows: "Just made the round trip to Yuma (distance 550 miles), and although the current was running as high as eight to nine miles per hour at points which could not be avoided, I never struck a place on this river (there are few swifter) that could stop me, though I have seen the water roll clear over the forward deck. The machinery has never caused me an hour's delay, and I have put the boat to all kinds of hard work. For one trip I would be making the fastest time possible 'light' with a party of mining men in a rush, and next have her loaded to the guards with freight." The Marine Iron Works of Station A, Chicago, Ill., built the boat in reference, and the machinery with which it is equipped was constructed by that company, so famous for boat building of this character.

TRADE LITERATURE.

Bangor Excelsior Slate.—This brand has been well known for many years to roofers and those others who appreciate the value of a durable and economical roofing material. Some of the largest and most costly structures in America have been roofed with Bangor Excelsior Slate, and its manufacturer believes that it is only a question of time when slate will be the most used of all roofings. The company has much to say concerning its merits in its publication. If you are interested write direct for information, addressing the Bangor Excelsior Slate Co., Easton, Pa.

Deep-Well Pumps.—Machinery for deep-well pumping is in great demand, and manufacturers offering perfected equipments of that class find their goods called for continually. This is an age of specialties, and designers and constructors of machinery of a single class have advantages that are appreciated by buyers. The Downie Pump Co., Downieville, Pa., is a leader in its field, and that is the manufacture of deep-well pumping machinery, including single and double-acting steam pumps, double-acting windmill pumps, gas and gasoline pumping engines, double and single-acting working barrels, valves, pipe, tubing and sucker rods. An illustrated catalogue of this product is now ready for inquirers.

Boilers.—Boiler owners and operators, engineers and all large manufacturers are invited to direct their attention to the fact that there has been issued a publication entitled "Boilers." This book is No. 4 in the Ryerson Technical Library, and it describes the corrugated furnace type of steam boiler for stationary and marine purposes. These boilers are built with Morrison suspension furnaces for land and sea, and they represent the highest type of construction in steam-power that is safe, sure and economical, each to the greatest degree possible in practical work. What these boilers are, where they are, what they will do and what people think of them is told in the book in reference. Address Jos. T. Ryerson & Son, 18 Milwaukee avenue, Chicago, for copy of the book.

Chicago AA Portland Cement.—This cement has superior qualities that have led to its use by some of the leading contractors and builders. On many important works this cement has been utilized to the best possible advantage that a Portland cement could serve. The demand may be realized when it is known that the manufacturer has a capacity of 400,000 barrels of the cement an-

nually, the plant being designed for an increase of 50 per cent. The Chicago Portland Cement Co., 513 Stock Exchange Building, Chicago, manufactures this cement, its sole distributor being the Garden City Sand Co., twelfth floor, 188 Madison street, Chicago, and to the latter all communications should be sent. Estimates will be furnished to those desiring them. Send for interesting illustrated book.

Friction Clutch Pulleys.—The use of friction clutch pulleys in modern plants for the transmission of power has become so general that their manufacturers do not offer any argument for their use. The advantages of such pulleys are constantly recommending them to a largely-increasing number of buyers. Simplicity, durability and efficiency may be broadly noted as the three requisites of friction clutch pulleys. These points of superiority will be found in the product of the Whitman Manufacturing Co. of Garwood, N. J. Its "B. & C." friction clutch pulleys, cut-off couplings, etc., are already widely used, and catalogue A will be interesting to those desirous of knowing further details. The publication is divided into Part I, referring to the pulleys for gas, gasoline or oil engines, and Part II, referring to line-shaft clutches, clutch couplings, etc.

Manufacturing Cut Gears.—Gears have many important functions in the world of machinery for mining and milling, and in other productive quarters. Industrial operators and general manufacturers well know this, and also know that for the successful manufacture of gears is required the utmost care to details, most skilled workmen and complete modern machinery equipments. Such machinery is frequently of a most intricate and costly character. The R. D. Nuttall Co. makes gears for all purposes. Its plant at Pittsburg, Pa., only handles cut gears, the company being convinced of the superiority of this product over cast gears. The advantages claimed for the cut gear are various, but briefly it may be said that cut teeth are more economical than cast teeth, because the cutting insures, so the Nuttall Company states, accurate meshing, which means less power to operate and longer life. The Nuttall Company issues a leaflet relative to the gears it produces, and interested parties are invited to correspond for further information. A Southern office has been opened at 238 Equitable Building, Atlanta, Ga., in charge of H. M. Lofton.

Hancock Inspirators and Injectors for Locomotives.—The Hancock Locomotive Inspirator is of superior quality as an instrument, only the best possible material and the highest grade of workmanship being utilized in its manufacture. Its efficiency, reliability and durability have commended it to the leading railroads of this country and foreign countries, and many of them are using it. The principle and design of this inspirator meet the requirements of today and anticipate the requirements of the future locomotive carrying higher steam pressure. The Hancock Inspirator Co., 85-7-9 Liberty street, New York, has manufactured this inspirator for many years, and over 250,000 of them are in use. A new catalogue of this inspirator gives a brief description, telling of the inspirator's steam range, the various capacities at high pressure being given. It will work from thirty-five pounds to 300 pounds steam pressure without any adjustment. It will take feed water 125 degrees Fah., and the capacity increases steadily as the steam pressure increases. The various repair parts of the various types are the same, this being an important advantage for railroads substituting one standard for a different type without altering piping or connections, and but one set of parts are required to repair inspirators of the corresponding sizes of the four types, A, B, D and Composite. Each illustration of type is accompanied by price-list, capacity and size of pipe connections, and a table showing the various sizes of steam valves, check valves and suction hose to be used with each size inspirator. In addition to the Hancock Main Stem Valves and Hancock Main Boiler Checks, which are so favorably known, the catalogue shows for the first time the Hancock Double Check Valve, made without stop valve, with stop valve, and as adapted to the back head of the boiler; also shown are designs of the Hancock Composite Inspirator used in conjunction with the Hancock Double Boiler Check Valve located in different positions on the locomotive. The Hancock Improved Hose Strainer is also presented. Purchasing agents, managers and other officers of railroads on the lookout to keep their equipment up to the highest point of efficiency and economy are invited to send for this catalogue.

FINANCIAL NEWS.

The Manufacturers' Record invites information about Southern financial matters, items of news about new institutions, dividends declared, securities to be issued, openings for new banks, and general discussions of financial subjects bearing upon Southern matters.

In Its New Home.

The Continental Trust Co. of Baltimore has taken possession of its new building, using portions of three floors for its banking, trust and safe-deposit business. The building is sixteen stories high; it cost in round numbers \$1,250,000, and contains 300 apartments, single or en suite. The history of the Continental Company reflects to a certain extent the progress of the South, as it has been identified with a number of very important financial plans connected with this section. Although organized but a few years ago, its surplus now amounts to \$3,000,000, \$1,000,000 more than its capital stock, while its last annual statement showed a remarkable increase in general business. The officers are Mr. S. Davies Warfield, president; William A. Marburg, vice-president; Frederick C. Dreyer, secretary and treasurer, and Thomas M. Hulings, assistant secretary. The directory contains the names of men who are well known in Southern as well as general financial circles for their eminence in the business world.

New Banks at Beaumont.

The expansion of trade at Beaumont, Texas, caused by the oil development is indicated by the formation of another national bank and a trust company in that city. New York parties are interested in the Beaumont Trust Co., capitalized at \$100,000. H. D. Crippen of New York and O. B. Greeves of Beaumont are among the directors. The Citizens' National Bank is the name of a new bank being organized with \$100,000 capital stock. Among those interested are W. L. Murphy and R. O. Lynn.

New Corporations.

The Pine Bluff Banking Co. has been organized at Pine Bluff, N. C., by local parties.

Arrangements are being made to organize another bank at Sumter, S. C., with \$25,000 capital stock.

H. H. Kelly and others have formed the Crandall Investment Co. of Crandall, Texas, capitalized at \$8000.

O. A. Crandall and others have organized the Sedalia Trust Co. of Sedalia, Mo., with \$100,000 capital stock.

J. R. Bond and others have formed the Citizens' Mutual Fire, Wind & Lightning Insurance Co. at Terrell, Texas.

D. C. Scott of Kingstree, S. C., is interested in the Bank of Kingstree, recently organized with \$15,000 capital stock.

The Georgia Mutual Life Insurance Association has been organized at Athens, Ga., by Charles S. Webb and others.

V. T. Hiner has been elected president, and J. B. Sikes, cashier, of the City National Bank, recently organized at Granbury, Texas.

A dispatch from Kansas City, Mo., states that arrangements are being made to organize a new bank in that city with \$25,000 capital stock.

The Lake Charles National Bank, recently organized at Lake Charles, La., has been authorized to begin business with \$100,000 capital stock.

Arrangements are being made to form a national bank at Bowling Green, Ky., with \$100,000 capital stock, under the title of the Citizens' National Bank.

The bank recently organized at Boonsboro, Md., has begun business with Geo. W. Hoffman, president; Caleb Long, vice-president, and John V. Alexander, cashier.

The Bank of Wise County, recently organized at Big Stone Gap, Va., has elected R. A. Ayers, president; E. M. Fulton, vice-president, and J. D. Ayers, cashier.

The stockholders of the Bank of Johnson City, Tenn., recently organized, have elected S. L. Howard, president; J. M. Buck, vice-president, and S. T. Millard, cashier.

The Workmen's Building and Loan Association, recently organized at Greenville, S. C., is capitalized at \$20,000. J. O. Allen is president, and A. B. Davis, secretary.

The necessary capital stock for the People's National Bank, being organized at Martinsburg, W. Va., has been subscribed, and it is understood that the organization will be completed at once.

The Penick-Ford Insurance Co. has been formed at Shreveport, La., with \$15,000 capital stock. W. S. Penick, Jr., is president; James P. Ford, vice-president, and William M. Ford, secretary and treasurer.

The directors of the Capital City Bank of Montgomery, Ala., have decided to change it into a national bank, with \$100,000 capital stock. W. M. Berney is president. It will be called the Fourth National Bank.

The First National Bank of Alexandria, La., has decided to organize a savings bank, and has secured a charter for the purpose. It will be capitalized at \$25,000, and will be under the control of the First National Bank.

The First National Bank, recently organized at South Boston, Va., is expected to begin business in a few weeks. R. H. Edmundson is president, and J. D. Tucker, vice-president, of the bank, which is capitalized at \$25,000.

The stockholders of the Broad Street Bank, recently organized at Richmond, Va., have elected W. M. Habliston, president; John W. Rothert and T. K. Sands, vice-presidents. The bank is capitalized at \$200,000. Arrangements are now being made to secure a location for it.

New Securities.

The city of Staunton, Va., has voted in favor of issuing \$200,000 in bonds for water-works purposes.

Messrs. Nuyven & Co. of Chicago have purchased the issue of \$15,000 in 6 per cent. bonds of Avondale, Ala.

The town of Reidsville, N. C., has voted in favor of issuing \$15,000 in bonds for a school. Address the mayor.

The Missouri Trust Co. of St. Louis has determined to increase its capital stock from \$500,000 to \$2,000,000.

L. P. Miller & Co. of Chicago have purchased \$25,000 worth of bonds of Columbus, Ga., recently issued for improvements.

Bids will be received until June 10 for the issue of \$6000 in 5 per cent. bonds of Marion, Va., by A. T. Lincoln, town recorder.

The town of Concord, N. C., will vote on the question of issuing \$150,000 for refunding purposes. The mayor may be addressed.

An election may be held at Elkins, W. Va., to decide on the question of issuing \$25,000 improvement bonds. The mayor may be addressed.

Bids will be received until June 15 for the issue of \$4000 in 4 per cent. bonds of Lexington, N. C. Emory E. Roper, clerk, may be addressed.

Bids will be opened on June 28 for the issue of \$75,000 in 5 per cent. improvement bonds of Greenville, N. C. J. G.

Moye, mayor, will give further particulars.

Messrs. W. J. McDonald & Co. of Chicago have purchased the issue of \$7500 in school bonds of Russellville, Ala., paying a premium of \$217.

James Damron at Williamson, W. Va., will receive bids until June 1 for the issue of \$25,000 in 3 per cent. bonds of Mingo county, in this State.

Proposals will be received until June 6 by the city commissioners for the issue of \$30,000 in 5 per cent. improvement bonds of Winchester, Tenn.

The school district of Benwood, W. Va., has voted in favor of issuing \$30,000 in bonds. The school board may be addressed at the town of this name.

The school district of Mesquite, Texas, will probably issue \$8000 in bonds in the near future. The school board may be addressed at the town of this name.

Hart county, Georgia, has voted in favor of issuing \$25,000 in bonds for improvements. The board of commissioners may be addressed at Hartwell, Ga.

The city of Cartersville, Ga., will vote June 22 on the question of issuing \$10,000 in 4 per cent. bonds for improvements. F. M. Ford, mayor, may be addressed.

The town of Tarboro, N. C., has sold its issue of \$14,000 in 4½ per cent. refunding bonds at 103¼. Messrs. Kane & Co. of Minneapolis, Minn., were the purchasers.

The State authorities have approved of an issue of \$34,000 of refunding bonds of Van Zandt county, Texas. The board of commissioners may be addressed at Canton, Texas.

Proposals will be received until June 13 for \$60,000 in 4 per cent. jail bonds of Caddo parish, Louisiana. A. L. Durringer, clerk of the jury, may be addressed at Shreveport, La.

Bids will be received until June 1 for the issue of \$50,000 in 4 per cent. bonds of Copiah county, Mississippi. E. M. Wade, county treasurer, may be addressed at Hazlehurst, Miss.

The commissioners' court of Denton county, Texas, has decided to place its bond issue at 3 per cent. The total amount will be \$68,000. The court may be addressed at the town of this name.

J. E. Speegle at Greenville, S. C., may be addressed relative to the issue of \$31,000 in 4 per cent. bonds, for which proposals will be received until June 15. The bonds are issued for refunding purposes.

The election which will be held in New Hanover county, North Carolina, to decide the question of issuing \$50,000 in bonds has been postponed until June 18. D. McEachern at Wilmington may be addressed.

Financial Notes.

Officers of the Louisiana Bankers' Association have been elected as follows: President, James T. Hayden of New Orleans; vice-president, Peter Youree of Shreveport; secretary, L. O. Broussard of Abbeville, and treasurer, J. E. Suberville of New Iberia.

The Texas Bankers' Association elected H. P. Hilliard of Austin, president; J. E. McAshan of Houston and A. V. Lane of Dallas, vice-presidents; J. W. Butler of Clifton, secretary; Nathan Adams of Dallas, assistant secretary, and H. C. Davis of Sanger, treasurer.

The West Virginia Bankers' Association has elected James T. Carskadon of Keyser, president; George W. Eckhart of Wheeling, O. C. Crane of Terra Alta, John L. Dickinson of Charleston, Edward Nelly of Parkersburg and Isaac T. Mann of Bramwell, vice-presidents, and Robert L. Archer of Huntington, secretary and treasurer.

SOUTHERN COTTON-MILL STOCKS.

Quotations Furnished by Hugh MacRae & Co., Wilmington, N. C., for Week Ending May 21.

	Bid.	Asked.
Abbeville Cotton Mills (S. C.)	93	93
Aiken Mfg. Co. (S. C.)	92	95½
American Spinning Co. (S. C.)	102	102
Anderson Cotton Mills (S. C.)	128½	128½
Arcade Cotton Mills (S. C.)	100	100
Arkwright Mills (S. C.)	130	130
Augusta Factory (Ga.)	51½	51½
Avondale Mills (Ala.)	80	80
Belton Mills (S. C.)	100	103½
Bennettsville Mfg. Co. (S. C.)	100	100
Cabarrus Cotton Mills (N. C.)	148	152
Clifton Mfg. Co. (S. C.)	175	185
Clinton Cotton Mills (S. C.)	120	120
Courtenay Mfg. Co. (S. C.)	115	119
Dallas Mfg. Co. (Ala.)	102	102
Darlington Mfg. Co. (S. C.)	96½	100
Eagle & Phoenix Mills (Ga.)	100	100
Enoree Mfg. Co. (S. C.)	116½	116½
Enterprise Mfg. Co. (Ga.)	100	103
F. W. Poe Mfg. Co. (S. C.)	114	118½
Gaffney Mfg. Co. (S. C.)	116½	116½
Granby Cotton Mills (S. C.)	102	106
Granby Cotton Mills (S. C.) 1st Pfd.	102	106
Graniteville Mfg. Co. (S. C.)	163	167
Greenwood Cotton Mills (S. C.)	98	102½
Greenville Mills (S. C.)	100	103
Henderson Cotton Mills (N. C.)	120	125
Henrietta Mills (N. C.)	200	210
John P. King Mfg. Co. (Ga.)	100	102
Langley Mfg. Co. (S. C.)	110	114
Laurens Cotton Mills (S. C.)	140	145
Lockhart Mills (S. C.)	100	105
Louise Mills (N. C.)	190	193½
Lynchburg Cotton Mills (Va.)	125	130
Lynchburg Cotton Mills (Va.) Pfd.	145	150
Manchester Cotton Mills (S. C.)	110	116½
Mayo Mills (N. C.)	130	130
McColl Mfg. Co. (S. C.)	118	118
Newberry Cotton Mills (S. C.)	115	122
Orr Cotton Mills (S. C.)	100	103½
Pacolet Mfg. Co. (S. C.)	100	103½
Pelzer Mfg. Co. (S. C.)	133	133
Piedmont Mfg. Co. (S. C.)	185	185
Raleigh Cotton Mills (N. C.)	115	115
Richland Cotton Mills (S. C.)	103	110
Richland Cotton Mills (S. C.) Pfd.	101	104
Roanoke Mills (N. C.)	100	103
Sibley Mfg. Co. (Ga.)	80	83
Spartan Cotton Mills (N. C.)	130	140
Spartan Mills (S. C.)	120	130
Trion Mfg. Co. (Ga.)	125	135
Tucapau Mills (S. C.)	130	130
Union Cotton Mills (S. C.)	135	135
Union Cotton Mills (S. C.) Pfd.	100	103
Victor Mfg. Co. (S. C.)	100	105½
Warren Mfg. Co. (S. C.)	89	89
Warren Mfg. Co. (S. C.) Pfd.	105	105
Whitney Mfg. Co. (S. C.)	120	120
Wilmington Cot. Mills (N. C.) Pfd.	100	105
Wiscasset Mills (N. C.)	115	115

It is announced that the Dimmick Pipe Co. of North Birmingham, Ala., has been awarded contracts to furnish pipes and valves to the Atlanta Water Co. to the value of \$110,000.

About Portland Cement.—Information about Portland cement, its manufacture and use is welcome to users. In buying Portland cement it is not only necessary to know how to use it, but to obtain the best made. In this connection attention is called to a publication by the Wm. G. Hartranft Cement Co., Real Estate Trust Building, Philadelphia. This book is of interest to all desirous of knowing the facts regarding the product mentioned, so largely used in all kinds of construction work.

Dickinson Hardware Co.—This company is established at Little Rock, Ark., where it has conducted its business in hardware of all kinds for many years. The uniform courtesy and fair dealing that has been extended to customers has created a large clientele for the Dickinson Hardware Co. An illustrated souvenir of the company has been issued, containing some interesting facts and photographs in relation to its business. They are jobbers of shelf and heavy hardware, implements, vehicles, harness and other goods that are in large demand throughout the Arkansas section and elsewhere in the surrounding territory.

Of Interest to Pumping Engineers.—Engineers will find a most interesting array of facts and figures in a publication issued by the Barr Pumping Engine Co. of Philadelphia. The publication is a book of descriptions and illustrations of the pumping engine the company furnished the city of Washington, D. C., for water-works. The engine's cylinders are 20, 35 and 52 inches in diameter. The book's data shows the highest possible efficiencies in plants of this character. Several illustrations of other large engines the company has built are also presented. They include a 10,000-gallon machine. Ask for book entitled "Barr Pumping Engine at Washington, D. C."

Fairbanks Co.'s Catalogue.—The production of successful tools, machinery and supplies for the mill, factory or railway constitutes one of the most important industries of the manufacturing world. Buyers of such machinery and supplies are usually possessed of the tendency to place contracts with the established houses whose goods have proven, through years of practical usage, to give satisfaction. The Fairbanks

TABLE OF CONTENTS.

EDITORIAL:	Page.
Alabama	322
An Experiment in Cotton	322
In Cottonseed's Interest	322
Training for Industry	323
The Note of Progress	324
Survey of the Oil Situation at Beaumont (Illustrated)	324
Guffey's Big Company	326
The Kentucky Oil Fields	326
Oil Notes	326
Purchased Iron Mountain	327
Live Spark in Export Trade	327
Southern Hardware Jobbers	327
American Trade With Scotland	327
Southern Coal Exports	327
For Packing Machinery	327
Another Dredge Finished	327
Talking for Arkansas	328
RAILROADS:	
Another System for Galveston	328
To Extend at Once	328
Another Electrical System	328
Arkansas & Choctaw	328
His Territory Enlarged	328
Railroads in Louisiana	328
Marshall to Gilmer	328
To Build at Once	328
Inspecting Mexican Lands	328
To Issue Bonds	328
Busy Southern Car Works	328
Louisville & Nashville Extensions	328
More Mileage in Texas	328
Outlay for New Rails	328
Railroad Notes	328
TEXTILES:	
The Whitney Memorial	328
The Cotton Movement	328
Textile Notes	328
Quotations of Cotton Yarns	328
COTTONSEED OIL:	
Cottonseed Crushers	328
Cottonseed-Oil Notes	328
The Charleston Exposition	328
PHOSPHATES:	
Phosphate Markets	328
Phosphate and Fertilizer Notes	328
LUMBER:	
Lumber Market Reviews:	
Baltimore	329
Savannah	329
Mobile	329
New Orleans	329
Memphis	329
Beaumont	329
Lumber Notes	329
MECHANICAL:	
Eclipse Steam Trap (Illus.)	329
Improved Refrigerating Machinery (Ill.)	329
Graduated Automatic Reducing Valve	329
The Handy Grinder (Illus.)	329
The Cold-Wave Fan (Illus.)	329
CONSTRUCTION DEPARTMENT:	
New Enterprises	329
Building Notes	329
Railroad Construction	329
Machinery Wanted	329
Trade Notes	329
Trade Literature	329, 330
FINANCIAL NEWS:	
In Its New Home	329
New Banks at Beaumont	329
New Corporations	329
New Securities	329
Financial Notes	329
Southern Cotton-Mill Stocks	329

Co. is such an establishment, with large branches in all parts of the world. One of the most complete catalogues and price-lists that has come to our notice in this supply line is that of the Fairbanks Co., it being fully illustrated, fully descriptive in a few words, cloth-bound, and containing 700 pages whereon may be seen almost everything that the mill, factory or railway finds use for. Many of the articles shown are the company's own manufacture, and those that are not are the production of other manufacturers who have led in their respective branches because of the utmost satisfactory service that the equipments ensure their owners. The goods shown include the world-renowned Fairbanks Standard Scales, Fairbanks Gas and Gasoline Engines, valves and cocks, packings of every kind, machine tools, wire ropes, woodworking machinery, blacksmiths' tools and equipments, industrial wagons, metal-working machinery and others so numerous that it would be a task merely to enumerate them. The catalogue's pages contain also some important and necessary facts that are at all times useful to have at hand in a handy shape. The Fairbanks Co. has its Baltimore office at 19 Light street, and a Southern branch at New Orleans. Houses are also located in other leading cities, such as New York, Buffalo, Philadelphia, Albany, Pittsburgh and Boston, and at Montreal and London.